







THE
NEW YORK STATE
TOURIST.

DESCRIPTIVE OF THE SCENERY
OF THE
HUDSON, MOHAWK, & ST. LAWRENCE
RIVERS.

FALLS, LAKES, MOUNTAINS, SPRINGS,
RAIL ROADS AND CANALS.
WITH MAPS AND VIEWS.



NEW-YORK:

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ROUTES IN NEW-YORK,

TO THE

SPRINGS, LAKES, FALLS, MOUNTAINS,

HUDSON RIVER, &c.

The Hudson River.

THE sources of this river are in 44° N. latitude, in a series of lakes in Essex and Hamilton counties, in the mountainous and unfrequented region between Lake Champlain, the Mohawk River, St. Lawrence River, and Lake Ontario. The main or north branch, rises 30 miles N. W. from Crown Point; the Sacondaga, or west branch, rises 30 to 40 miles W. of Lake George, and both branches unite on the eastern side of Saratoga county, in the town of Hadley, near the celebrated falls of that name. From thence, the course is southerly for a few miles, and then east, to Glen's Falls, beyond which it turns south, and pursues a course varying but little from N. to S. nearly all the distance to the ocean, from which circumstance it derives its usual, but incorrect appellation of the North River.

In many points of view, it may be considered one of the most important streams in the world for its extent, and only, if at all, inferior in usefulness to the Ohio and Mississippi Rivers, but superior to them for steam-

boat navigation, viz. in the most remarkable circumstance, (and exclusively characteristic of the Hudson River from every other stream in this country) — its penetrating through the chain of highlands, and being affected by the tides as far as Troy, 160 miles north, thus carrying the oceanic influence far into the interior, and yielding the greatest facilities to commerce.

The depth of water is sufficient for ship navigation as far as Hudson; and beyond that, for sloops and steamboats to Albany and Troy. It is closed by ice from the 10th or 20th of December to about the 10th of March, with occasional exceptions; but the harbour and bay of New-York are always open, so that vessels can enter and depart at any period of the winter, while the harbours of Boston, Philadelphia, and Baltimore, are entirely closed for weeks. This is one of the principal causes of the preference given to New-York, as a sea-port, beyond any other on this coast, except New-port. Ships, with a fair wind and tide, can get to sea in one hour and thirty minutes after leaving the wharf; the distance from the city by ship channel to Sandy Hook light-house being only 18 miles.

The width of the river for 25 miles N. from New-York, is about one mile, bounded on the west by precipices of trap or green stone, from 200, and rising gradually to 500 feet in height. Beyond these, there is an expansion of the river to the width of 4 miles, called Tappan and Haverstraw bays, with the mountains on the western shore rising boldly to 700 feet in height.

The traveller then enters into the romantic region of the highlands, where the river is contracted into narrower limits, but is of greater depth, and the mountains rise on both sides with abruptness from nine to sixteen hundred feet in height. At West Point, the river turns suddenly, at right angles to its previous course, and soon displays an opening between the mountains on the north, beyond which the country subsides into a fertile but hilly region, which continues for a hundred miles,





with a noble view of the Catskill, or spur of the Alleghany Mountains, at the distance of 8 or 10 miles.

Such are the attractions possessed by this noble river, that it annually allures thousands of strangers; and this, in connection with the canal navigation, the summer visitors to the Springs, the Lakes, and to the Falls of Niagara, causes the sum of one or more millions of dollars to be expended in this state every year, and forms a very considerable item in the prosperity and resources of the city and country.

The Hudson River in connection with Lake Champlain, has always been the great highway to Canada, and the path or channel of military enterprise.

There are 15 to 20 steamboats, of various sizes, plying from New-York to Albany, and other places on the river; their passage to Albany is now effected in 10 to 12 hours!

There are several falls on the river, viz. — Baker's Falls, Glenn's Falls, Hadley Falls, & others of less note. The sources of the river have never been fully surveyed; but the granitic region thereabouts undoubtedly contains many fine landscapes and scenes that will soon be better known. Its entire length may be estimated at 300 miles. Its only tributary stream of any magnitude is the Mohawk River, that rises 120 miles distant, in the county of Oneida, and falls in from the west at Waterford. On this are the Cohoes Falls, and the Little Falls; and on West Canada Creek, emptying into the Mohawk, are the celebrated Trenton Falls, that deservedly rank high in public estimation.

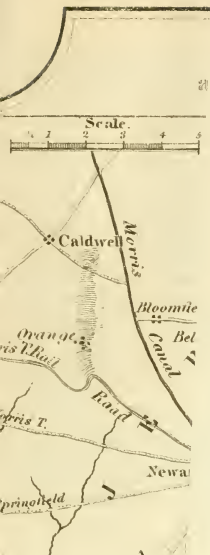
As a navigable arm of the sea, and the chief cause of the prosperity of this great metropolis, the Hudson River cannot be too highly estimated; and when viewed as the connecting means of our great system of inland navigation, and with the Lakes, from Buffalo to Detroit, Michilimackinac, Green Bay, Chicago, (and we soon may be enabled to say, through the Illinois River to St. Louis and New-Orleans, and also by a canal round the Sault St. Mary with the distant shores of

Lake Superior,) we can hardly appreciate the extent of inland trade that may, at no distant day, visit this commercial metropolis of the United States.

Henry Hudson.

Little is known of the eventful life of the celebrated navigator Henry Hudson, except that he was an Englishman, born in 1569, of good education, and an experienced and bold seaman. He early entered into a maritime life, and soon attained a distinguished rank in his profession. He resided in London, and had a family; and his only son, a youth of great promise, shared with him in all his perils. His first voyage of discovery was in 1607, when he sailed from Gravesend to the coast of Greenland, and made important discoveries, and returned in safety. The next year he made a voyage to the northern regions. Both of the foregoing voyages were made by him in the employment of a company of merchants at London; but they not wishing his services any longer, Hudson went to Holland, and entered into the service of the Dutch East India Company, who provided him with a small ship called the *Half Moon*, and a crew of 20 men. He left Amsterdam on the 4th of April, 1609, and after sailing along the coast of America, and touching in different places, he entered the bay inside of Sandy Hook, on the 3d of September, and devoted one month to the exploring of the coast in the vicinity, and in ascending the river that bears his name. His narrative is full of interest, and his voyage and adventures up the river, and his intercourse with the natives, are told in a faithful and descriptive manner, but our limits will not admit of any minute details. The reader that is desirous of farther information on this subject, is referred to the eloquent description in Moulton's *History of this State*.

The island of Manhattan, at that period, presented a wild and rough aspect; a thick forest covered those



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NEW-YORK, and Adjacent Country





parts of it where vegetation could find support ; its beach was broken and rocky, and had several inlets ; the interior was hilly, with occasional rocks, swamps, and ponds. All traces of this roughness have long since disappeared from the southern part of the island, where the city is now built, and great inroads have been made on all sides into the waters of the harbour ; but to the curious, a lively idea may still be given of what was formerly the appearance on the city's site, by examining the interior of the island, 5 or 6 miles north, on the middle road, or the 3d and 8th avenues, especially the latter, and also on the banks of the Hudson and East Rivers, by which may be discovered the immense labour and expense that have been bestowed by preceding generations, in altering the natural appearance of this island.

Hudson, on his return, was forced to put into England by his crew, of whom a part were natives of that country ; and he subsequently perished on a voyage to the great bay that bears his name, by the mutiny of some of his sailors.

Excursion up the Hudson River.

On leaving the city in any of the steamboats for the north, the traveller for pleasure should, if on his *first trip*, by all means prefer the *morning* boats, at 7 A.M. ; for the sake of enjoying the splendid scenery in perfection, and select on the upper deck a suitable position near the after part of the boat, and facing to the north, so as to glance readily at objects that may attract his attention on either shore.

For twenty-five miles after leaving New-York the river is very near one mile in width, and then for the next twenty, expands to three or four times that width before entering the portals of the Highlands.

In passing by fifteen streets from Courtlandt-street, or twelve from Barclay-street, we are opposite the ex-

tensive steam-engine shops of Kemble and Gouverneur, and the lofty spire seen a short distance in the rear is that of St. John's Church, that faces on Hudson-square, one of the few that ornament the city.

The sixth street beyond, as we proceed, is Canal-st. leading into the heart of the metropolis; and opposite we see, on the west side of the Hudson River, a mile above Jersey city or Powles Hook, (where the rail-road begins leading to Newark and intermediate cities to Philadelphia,) the village of Hoboken, with its green lawns, shady recesses, and embowered walks leading along the shore to and beyond the seat of the Stevens family, of celebrated memory in the history of American steamboats. The family mansion is seen on the summit of the rocky knoll; and the surrounding and embellished grounds have a bold front of a mile on the river, carefully protected by stone embankment; the artificial and shaded winding walks are gratuitously thrown open to the public by the liberal and enlightened proprietor, in their whole extent of unrivalled beauty. Mr. S. is also the one on whom the mantle of Fulton may be said to have fallen, and his countrymen have already witnessed and enjoyed the fruits of his inventive genius.

In the rear of the low grounds that environ Mr. Stevens' property on the west, is the village of *West Hoboken*, that, from its elevated and prominent situation on the brow of the Bergen ridge, commands a fine view of the city, harbour, and surrounding country. The *Beacon Race-Course* is on the hill to the south of the adjoining wood. The ridge rises rapidly as it extends to the north, and sweeps forward in a bold and graceful curve towards the Hudson at Weehawken, where commences the remarkable ridge of trap-rock, the Palisades.

Ten streets or blocks north of Canal-street, we pass a massive looking building with a dome or observatory, and a semi-circular colonnade to the south entrance, being a moiety of the Old State Prison, now altered and

improved, and used for public or benevolent purposes, the property of a wealthy citizen, Mr. L.

If far enough out towards the middle of the stream, we can discern, in passing the front of the city, the towering and castellated summits of the New-York University, that is situated several blocks towards the interior of the city facing on Washington-square ; and also the domes of the two reservoirs of water in 13th street, near Union-square.

After passing fourteen more streets or blocks, we notice the tall chimney of the Manhattan Gas Works, ninety feet high, and on the third and fourth blocks beyond, the handsome gothic spire and episcopal church of St. Peters, and the Episcopal Theological Seminary, and the insulated mansion of Clement Moore, Esq., together with many other comfortable residences of wealthy citizens on the northern confines of the city ; and in twelve more block we pass the New-York Chemical Works, and the Asylum for the Blind on the 8th and 9th Avenues, on an elevation back from the river. The Timber Basin for enclosing floating logs and rafts projects out awkwardly between 36th and 45th streets, and we are now fairly beyond the outskirts of the great metropolis, and must again glance our eye to the western shore.

The spacious stone mansions that surmount the brow of the beginning of the Palisades, are the country residences of James G. King, — Brown, and J. W. Leavitt, Esqs., and occupy the most commanding sites in the vicinity of New-York, looking forth on the river below, the city and harbour, and through the Narrows to the Atlantic Ocean. There are several neat villas of less pretension exhibited along the summit ridge as we continue on, and others at the foot, or on the slope, or curiously nestled in ravines in close proximity to masses of rock that impend over or surround them. Just before arriving at Bull's Ferry we see on the summit the mansion of William Cooper, Esq., an eminent naturalist, and one of the founders of the Lyceum of Natu-

ral History of New-York. On the opposite shore, observe the new building, the Orphan Asylum, removed to this beautiful site from its former location in Greenwich.

Many strikingly beautiful country seats of wealthy and comfortable citizens present themselves in agreeable succession for ten miles on the eastern or New-York side of the river. The narrowest pass on the Hudson below the Highlands is the rocky and acute projection beneath Fort Washington, and nearly opposite to Fort Lee. A large body of American troops in 1777 were embodied near the city of New-York, when it was captured by the British army after the battle on Long-Island, when our army was withdrawn, and a force of two or three thousand of American militia, was left to defend the weak and straggling lines that had been erected on and around the brow of the hill of Mount Washington, but they were incapable of a prolonged defence; the Hessians advanced from the east or Harlaem side in overpowering numbers, and carried the works at the point of the bayonet; the retreat of the Americans being cut off in every direction, they were slaughtered in cold blood by the foreign mercenaries, or held in captivity during the war on board the noted prison-ship in the Wallaboght, where hundreds fell victims to suffering and disease. There are very slight remains to be seen of these revolutionary field-works. The writer has often trod upon the hallowed spot before the erection of the present showy, gay, and jaunty-looking mansions that are now seen there, one of them on the side-slope, being an hotel. The view from the crown of the hill extends for twenty miles up, and the same down the river; and eastward to Long-Island Sound and the Hempstead hills, the elevation is 238 feet; the height of the opposite cliffs at *Fort Lee landing* is 311 feet. The latter is an admired place of resort, and is fast gaining upon the knowledge and good will of the worthy citizens that venture thus far in the steamboat, and ascend to the summit of the noble bluff,

and look around and beneath them. Perchance they stray a few miles, or lounge along near the brow of this lovely terrace, that as yet remains in all its pristine wildness and beauty. Long may it thus continue. A path leads along the summit of this noble terrace, on a smooth green sward, winding among evergreens and oaks mile after mile, now approaching to the edge of the precipice, and from salient angles exhibiting a series of bird's eye, profile, and plunging views, down and along this immense and irregular wall of trap-rock; after recoiling from the startling and sudden view of the abyss, we are led onward, by a succession of these wonderfully fine views that enchain the admiration of the artist and the lover of the grand works of Nature, and can follow this path near the very brink for fifteen and twenty miles, and find the scene perpetually changing and presenting some new and striking feature of sublimity. Occasionally some rapid brawling stream or slight gurgling brook will dash along the path, and leap over the steep descent, but no serious impediment is thus presented to the active pedestrian in this prolonged ramble, but rather an additional excitement and pleasure.

The face of the summit is sufficiently clothed with a variety of forest trees, shrubbery, and flowers, to delight and amuse the botanist; the rocks here and there protrude through the surface of the soil, where the water courses and exposure to the rough and beating storms from the north-east have worn down to the hard and solid rock; yet good farms and rich gardens are found spread over its surface, on various slopes, away from the edge of the eastern face, and threading our way over the hill now ascending or descending, we find in a mile or two to the west, clearings admitting an extensive view over the distant borders of the Hackensack, and an admirable aerial perspective through the blue vapour to the chain of hills in the interior of New-Jersey.

The Asylum for Lunatics at Manhattanville occupies a commanding position a few rods from the east bank

of the river, and has seventy acres of ground annexed, with ample range for the inmates about the lawns, gardens, and pleasure-grounds. The leading principle of the system of management being of the most improved and humane description, and thus far with the happiest effect. The State of New-York has made liberal donations to this institution. For a full description of this and other public buildings in the metropolis, see the Picture of New-York and Stranger's Guide, by Goodrich.

Beyond the ruins of Fort Washington the heights of Harl  m are seen to skirt upon the river, and to trend away to the south-east along the southern side of the *Spuyten Duyvel*, or the inlet from Hurlgate to the Hudson, that insulates the island of Manhattan from the main, and that is crossed, at or near its eastern extremity, by a wooden bridge, at the termination of the Third Avenue and the viaduct leading from the Harl  m rail-road to Albany, and also by the aqueduct from the Croton River, from whence the water is led down near the river road, along the height of land, for forty miles, and comes out opposite Harl  m heights, at 114 feet above tide water. This costly work is destined to last for ages, and to be of immense importance to the health and welfare of the city, and the total expense twelve million of dollars. The various excavations, tunnels, arches, embankments, superstructures, &c. are highly worthy of the minute examination of every stranger and curious visiter, and for full particulars reference may be had to the Picture of New-York as before mentioned.

Phillipsburgh, or Yonkers,

Seventeen miles from New-York, at the mouth of a small stream called the Sawmill River, next occurs on the east shore, and as it is deeply nestled in the vale, the stranger will be apt to overlook it, unless the boat



should hug the shore on that side. The spire of the village church, peering up from amid the trees, and ruling over the quietness and seclusion of the old Dutch settlement, with its waterfall, mills, and comfortable abodes, neat lawns and gardens, is quite a picture; but if the boat keep too far out in the stream, as usual, much of this effect and feeling is lost; but if the traveller will, at this spot, direct his attention to the line of the Palisades on the opposite or west shore, he will behold the highest part of the range 517 to 550 feet high; the summit even and regular as the cornice of a house, the entire facade like the ruins of an ancient feudal castle, ornamented with the moss and hue of antiquity. The next hundred years will present, on the crowning ridge of the majestic Palisades, one of the most imposing assemblages of elegant and substantial mansions that the world can display, and will be a suitable finish to such a commanding elevation. Our prophecy is already begun to be fulfilled in part, twenty miles below, at Bergen, Hoboken, and Weehawken.

Taking a retrospective profile view of the west shore when approaching the termination where the precipice subsides opposite Dobb's Ferry Landing, or Hastings or Greenbush, the singular effect will be noticed that is produced by the gradual diminution of the height from north to south, adding to and distorting the regular perspective effect agreeable to the laws of vision — but the vista, nevertheless, is grand and unrivalled; and when viewed in various aspects, in the bright morning sun, or the coming shadows of evening, or tipt or shrouded with mist, or in the mild effulgence of the full orb'd moon, new sources of beauty are noticed and elicited, equally gratifying and surprising to the observer of the picturesque in nature.

This rugged looking mass of rock, that seems to defy the thought of scaling its frowning and severe walls, may be ascended in a few places; and at Closter landing, opposite Phillipsburgh, a country road exists and extends up by several zig-zag and sharp turns, and as-

cends to the summit level and leads to the secluded valley on the western slope of the English (Dutch) Neighbourhood along the Hackensack River.

The boundary line of New-York and New-Jersey strikes off to the N. W. from about the highest place of the Palisade range; and from the first dock north, a path branches to the left, or south, by which the pedestrian may, by following for a mile or two, reach the summit of the hill, panting with his exertion, and be fully rewarded by the panoramic scene before him.

At about 22 miles from New-York we enter upon the first change in the usual width of the Hudson River: the shores recede on each side, and leave an expansion three miles broad, known by the high sounding name of the *Tappan Sea*, and especially commended to the notice of the traveller from historical and literary associations. The fields on each border of the river, especially on the east, in the county of West Chester, were the neutral ground, or scene of border operations during the American war, when the enemy held possession of New-York, and sent out their foraging and marauding parties; and the tale of many a border story and feat of arms is associated with the hills and valleys around the range of our view, this being a hazardous region for both parties, and more particularly for whig and tory militia and cow-boys. Spies were employed on both sides, and when caught, as Major André had the ill luck to be, near the village here in plain sight on the east, called Tarrytown, and carried over the river to Tappan, about three miles up the hill west of the landing, and hung; it was no more than the fortune of war, and to be expected by all that ventured on such a graceless employment.

The literary reminiscences alluded to are of more recent origin, and of a much more ageeable character, being the emanations of the popular American author, Washington Irving. His country seat is appropriately and judiciously placed near the margin of the Hudson, and amid the very scenes immortalized in portions of

his most fascetious Knickerbocker and his inimitable Sketch Book. His villa is on the east side of the river, about 25 miles from New-York, and may be pointed out to the eager eyes of the inquisitive traveller as of moderate dimensions, and with queer gables in the Dutch style, with a neat lawn and grounds environing it, and is within a short distance of Tarrytown, and of the Dutch Church, bridge, and pond, in the valley of Sleepy-hollow, of Ichabod Crane memory.

The great rail-road projected from the Hudson River to Lake Erie, will commence at the landing at the west side the Slote, a mile above the Palisades, and follow the ravine up to the west and north-west, near the border line of New-Jersey.

Nyack,

twenty five miles from New-York, the next village north of Tappan, has a landing, and a road that leads over the mountain to the interior of Rockland county. The red sand-stone was formerly quarried in abundance in this vicinity for the city market, until the eastern granite and the marble of West Chester county supplanted it in the favour of the public. The large *State Prison* at Sing-Sing, on the immediate bank of the river, on the east shore, is an extensive construction of the marble above alluded to and reared by the convicts, and is capable of *celling* or caging one thousand, side by side and tier on tier, like a hive of bees. The system of discipline here pursued is rigid, and exacting strict silence, severe labour, and solitary confinement at night.

Croton River

comes in about 2 miles above Sing-Sing, and supplies at times a considerable volume of water to the Hudson in the spring season. It rises in Putnam county, in the

16 Vredidicker Mountain and Lake — Haverstraw Bay.

Highlands east of the Hudson, near the Connecticut line, in Paterson, Kent, and South East; and has its sources in pure ponds in a granite region; and after running in a south-western direction for about forty miles through North Salem, Somers, Bedford, Yorktown and Cortlandt, what then remains of the water after a portion of it being diverted and taken off to supply the large reservoirs and thirsty population, and to cleanse the dusty streets of the great metropolis, forty miles below, falls into the noble Hudson at *Teller's Point*, and has there formed a mass of earth and stones, that the rapid freshets of the Croton have accumulated into a respectable isthmus or prolongation of land that intrudes out a mile from the east towards the western shore, and thus distinctly separates the Tappan from the Haverstraw bay.

Vredidicker Hook,

a bold headland that rises majestically from the water on the west shore, between the villages of Nyack and Haverstraw, is 668 feet in height, and stretches gracefully out to meet the low land from the eastern shore, and forms a distinct point of demarcation between the upper and lower bays; and the tourist will observe that each successive and prominent mass of rock on the western shore from the southern point of Bergen in New-Jersey, where it dips beneath the waves of the Kills, as we proceed up the Hudson, attains gradually a greater elevation, as will be seen as we proceed in our course through the Highlands and to the Catskills, where "Alps on Alps arise," and thus prepares the astonished and delighted traveller by mild and successive gradations of increasing height, grandeur, and sublimity, for the more imposing and delightful scenes that will now soon be disclosed.

On the Vredidicker mountain is a *clear crystallake* of three or four miles in circumference, that forms the

source of the Hackensack River, and although not more than a short mile from the Hudson, is elevated above it about two hundred and fifty feet, and if the traveller notices a depression of the ridge above at the first landing, after passing close beneath the Vredidicker mountain, with a steep road ascending the hill, he will have the locality in view, as the lake is there in that direction; and the pure clear Rockland ice that is supplied to the citizens of New-York, is produced at this spot, by the unmitigated and prolonged severity of the Siberian climate of this exposure; and the delicious ice-creams and the wicked bowls of punch that are consumed in New-York, owe their charms in a large degree to the reservoir of ice that is here cut out in huge blocks, and slid down to the level of the river below, and when the river breaks up, vast stores of this commodity are transported to the city.

We now glide rapidly past the Vredidicker, into a second expansion of the Hudson, the *Haverstraw Bay*, of about the same size as the previous one that we have left behind us; and our course, that, soon after leaving the city, had for twenty miles been nearly due north until we past the Palisades and the Sea of Tappan, now assumes, for the ensuing ten miles, a north-west direction, and gives us leisure to cast a retrospective glance towards the smooth bay we have just left behind us, and the fast receding outlines of the distant Palisades, fading into the dim blue haze of the horizon, with its beautiful æriel tints; our attention will now be directed to the extensive panorama that surrounds us, to the singular crest and form of the mountain-top on the west shore, known as the *High Torn*, about eight hundred feet in height, (and a remarkable and distinct landmark even from as low down as Newark bay, and the hills of Staten Island and New-Jersey,) with the village of Haverstraw or Warren at the base, and the fine curved line of the shores and slopes of the hills on each side as we approach the landings of *Grassy Point* on the west, and *Verplanck's* on the east, and the light-house on

Stony Point opposite. This eminence is memorable for the bloody assault made upon it during the revolutionary war by Gen. Wayne and his brave American troops, that were detached for that purpose by Gen. Washington, from the forces at West Point, and after making a detour among the hills for twenty miles, approached this post (then held by the enemy, and strongly fortified and manned,) and stealthily and in the profound silence and darkness of midnight, with fixed bayonets and unflinched guns, surprised the unwary sentinels and distant out-posts, advanced suddenly to the attack, cut down the pickets, entered and carried the works by a coup de main, without firing a gun, and made prisoners of the garrison, sparing all that threw down their arms. The enemy also at the same time held possession of the fort across the river at Verplanck's Point, and the next day a warm exchange of cannon balls took place, that resulted in the evacuation of *Stony Point* by the American troops that had so gallantly captured it; as a much superior force of the enemy was advancing upon them, and it was useless to resist the combined attack that was preparing by the British force by land and water. The fort was demolished, and the military stores taken away:—thus it had alternately been taken originally from Wayne by the British, then recaptured by him, and again retaken by the enemy, and held during the war.

Having entered the portals, and here rapidly drawing near the most interesting scenery of the Highlands, we recommend the traveller at this time, when about forty miles from New-York, for the sake of having an unobstructed view, to assume a position on the upper deck on the forward part, and to make a diligent use of his eyes in viewing the objects and leading features that pass in such rapid review.

The *Dunderberg*, or Dunderbarrack, or *Thunder* mountain on the west, is nine hundred feet high, and ranges for several miles from south-west to north-east, and from its rounded and commanding summit,

is a very extensive view over the county of Westchester to Long Island Sound, and down the river and bays that we have passed, to the vicinity of New-York, and across the east side of the Hudson to Peekskill, and the mountains in Putnam county, and the summits around West Point. The village of *Caldwell*, or Gibraltar, as sometimes called, is at the base of the mountain, and is usually the first landing place for the large Albany boats after leaving the city of New-York, and where the Peekskill passengers disembark.

One that has never before ascended the Hudson River, would here be at a loss to conjecture from this position, as he looks around and is apparently embayed, in what direction to look for extrication from this *cul de sac*; whether through the deep opening to the right, or the one in front leading through the vista in the mountains;—after being kept in agreeable suspense for a few minutes while near the Caldwell landing, and gazing up at the stupendous elevation close at hand, that the steamer almost brushes or grazes in its panting and rapid course, the boat suddenly is directed to the left or west, round the acute point or angle that opens into the *race*, a short reach of the river, between the *Dunderberg* on the south, and St. Anthony's, the next point on the north.

After advancing for a few minutes to the west, when near the Salisbury island, do not omit to observe the grandeur produced by the amphitheatrical slope and termination of the Dunderberg mountain on the left, with its hardy covering of evergreen trees, pines or cedars, that here fills up an angle of several degrees above the horizon as we pass within shadow of the reflection in the deep water at its base; or the towering front of the Bare mountain, that here presents its majestic elevation on the west, of one thousand three hundred and fifty feet. Poloper's creek, a small mill stream, that has its origin a few miles in the interior of Rockland county, finds its way through the dark ravine down to the base of the mountain, and forms a secluded

basin or harbour for the small river sloops that frequent the mills and landing to load with flour and wood.

Each side of the creek on the crest of the hill, are the remains of two field-works, forts Clinton and Montgomery, erected during the war of the revolution, as a part of the system planned for the defence of the Highlands. In the affair that here transpired, October, 1777, several hundred men fell in the attack and defence of this mountain pass on the banks of the Hudson. Sir Henry Clinton led the attack, and destroyed the large boom and chain that cost seventy thousand pounds sterling, and another of less value at fort Constitution. This first massive boom and iron chain was extended across from the east to the west shore opposite to the point of St. Anthony, and under the guns of forts opposite, in the vain attempt to stop, or momentarily impede the progress of the large armed ships of the enemy, in their advance up the river with troops to aid Burgoyne, and to burn the towns above. But this was money wasted on both sides, for the chain did not accomplish its intention, although it cost an immense sum of money, and the union with Burgoyne was not effected.

The bloody affair in this mountain fastness resulted in the capture of the place by the enemy at the point of the bayonet, after the garrison of only six hundred men had made a gallant defence against a very superior force (three thousand) that came upon them unawares.

It was upon this occasion that George Clinton, one of the officers in command, Governor of New-York, and subsequently Vice-President of the United States, succeeded in making his escape in the dusk of eve in a boat, and his brother James also, though wounded, by plunging into the Hudson and swimming to the opposite shore.

Anthony's Nose, on the right or east shore, that rears its much admired pyramidical-shaped mass of rocks to an elevation of eleven hundred and twenty eight feet,

at an angle estimated at forty five or fifty degrees from the level of the noble river that deeply skirts its base, and terminates the reach called the Race, introduces us to another of the lovely changes in the scenery of this famous region, when the traveller is enabled by the progress of the steamer to turn the sharp corner of the Saint's prominence, vulgarly called his *nose*, and thus, by a shifting of the scene, to behold another admirable vista of six or seven miles in extent, running nearly north and south, between mountains and ranges of pleasing variety and contour, especially the east or right hand shore, with the intervention of an island and a low green meadow on the left, to soften and harmonize the picture, aided by the rude log hut of the fisherman or woodman, with just sufficiency of arable and grazing land at his command to enable him to exhibit an abortive attempt perhaps to raise his Indian corn, peas, and pumpkins.

Beyond the island, and four miles from the race, we come to the flour mills at *Buttermilk Falls*; but as the truth of its name and Dutch cognomen depends entirely upon a bountiful supply of water, wasting and spreading over the smooth surface of a solid rock, and fretting itself into a fury and foam in its snowy descent, and as this requisite supply cannot always be spared, or allowed to stray and straggle away in this manner, from the undeniable requirements of the mill during a drought or dry long season of midsummer, merely to gratify the eyes of ladies and gentlemen that pass it for a minute or two in rapid review, it may be proper here to state, that though at certain times and seasons of the year it exhibits much beauty, and is a just object of admiration, yet at others the stream is dwindled to a mere rill, and the searcher after the picturesque and beautiful is liable to be sadly disappointed, when nothing can be seen but the stains on the naked rock, the traces of its former ephemeral beauty.

A more durable and enduring monument of nature, in the size, height, and form of the *sugar loaf mountain*,

nearly opposite to Lydig's mills, or the Buttermilk Falls, is worthy of our notice as we get on, — its height is eight hundred and sixty feet, a little more than the famous pyramids of Egypt. As the traveller changes his position, and views this object on various sides and at different angles, the resemblance to a sugar loaf cannot always in such cases be detected, but it resembles much some of the bluffs on the Mississippi or Missouri.

The mansion opposite the falls, and in the vicinity of the sugar loaf, is the property of Mr. Arden, as is also the hilly and wooded tract to a considerable extent around ; and at a very few rods in a southern direction, in a spot not visible to the traveller in passing on the river, is the memorable scene where Benedict Arnold held his secret and treasonable midnight interviews with the adjutant-general of the British army, to make his developements and unfold his plans to deliver up West Point, the American army and the nation, into the power of the enemy then our opponents ; the best details of these events may be found in the recent publication of Spark's American Biography, in the sketch of Arnold ; it only remains for us to say, that the tragical fate and denouement of an individual in the story has elicited too much mawkish sensibility towards one of the principal actors in this drama of the history of America.

When at about fifty miles from New-York, we catch the first glimpse of the ruins of *Fort Putnam*, in a north-west direction, five hundred and ninety-eight feet above the river, peering over the brow of the hill on the left, and soon after, of the out-works and buildings attached to the United States military academy at West Point. The hospital, a substantial edifice of hewn stone, of two stories, with a front towards the river on the east, a piazza and wings, is the first indication of our proximity to this celebrated school, and of the principal edifices that soon begin to appear in part on the terrace, one hundred and eighty-eight feet above the river.

On the face of the hill beneath, may be pointed out the descent towards the *garden of Kosciusko*, the Polish patriot of our own revolution, in whose honour the cadets of this academy, in 1828, caused a neat and classical marble monument to be erected as a memorial of the gratitude of a nation for the sympathy of a foreigner of celebrity towards us, that also yielded his life in support of our cause. This cenotaph stands out in bold relief before us, guarded by an iron railing, on the very verge of the precipitious hill, and near and amidst the remains of the revolutionary field-works erected by Gen. Putnam and the old continental army in 1776-7. The garden referred to, and the clear boiling spring near it, enclosed in a marble reservoir, with durable and ornamental steps leading down from the plain above, with an arrangement of benches on a projection of the rock for visitors, may be seen in passing by, but to more satisfaction by those landing at the point.

The manner and style of natural adornment that is presented by the face of the grounds and rocks attached to this national domain, is in good taste in every respect, of art assisting nature, and in harmony and keeping throughout, and cannot fail to impress the traveller, when he observes the formation of the fantastic rocks, wild moss covered crags, luxuriantly-garlanded pillars and creeping shrubs, and the cottages and hamlets perched on the slopes, terraces, and crags, in most admired confusion. The elegant mansion on the east side of the river was erected by Capt. Phillips, and is one of the choicest sites on the Hudson, and commands one of the finest panoramas in the United States, and is now owned and occupied by Mr. Kemble.

We have now arrived at the termination of the six mile reach before referred to, and must stand prepared to behold another magical transformation of the bewitching scenery of the river as the boat takes a sharp turn around the low rocky projection or reef on the west, and unfolds one of the loveliest views in the world to the enraptured gaze of the beholder. The lake-like

expansion of the river, with the steep front of the lofty mountain that here faces us, called the *Crow's Nest*, rising to the height of one thousand four hundred and eighteen feet, with a depression on its top for the nest, giving a fancied resemblance to the name it bears ; together with the general coup d'œil of the mountains, and the entire panorama of lesser hills and rocky eminences or projections, completes the magnificent framing of this truly splendid landscape, that few can behold for the first time without a feeling of the most rapturous enjoyment.

The boat comes to the landing at West Point and discharges and takes in passengers, and allows time enough for the passing traveller barely to see the *capital hotel* on the brow of the hill, and perchance to regret his inability to tarry there for a short period, and test the capabilities of the location and of the landlord, both, to our knowledge. of the first order of excellence ; the view from the observatory on the top of the hotel is peculiarly fine in all its parts, but especially on the north, looking down upon the Hudson and towards Newburgh, and the remote chain of Shawangunk mountains in the dim blue distance towards the northwest—the plain and level parade of West Point, and the arrangement of the public edifices for the two hundred and fifty cadets, and the private residences of the commanding officers and the professors, are beneath the eye. After the yearly examination in June, the cadets are encamped on the plain for a certain period, when the drills and parades are worth seeing. The academy has been in existence since 1802, and is under congressional and executive patronage.

Another of the booms and massive iron chains was also extended across the river, from the south side to Constitution Island, that projects from the north shore ; the battered surface of the rock there is caused by the artillery or target firing for ball practice, and a few casualties that have occurred in the corps, are enumerated on the monumental tablet on the brow of the op-

posite hill on the west shore. A portion of the great chain as above mentioned is still to be seen with the revolutionary relics. The head quarters of General George Washington, while in this neighbourhood, were on the site of a building near an indentation of the shore, and at the water's edge, a little beyond the burying ground of the academy.

In receding from, or advancing towards West Point, the finest panoramic view is beheld of all the public buildings on and around the plain, and also of the ruins of fort Putnam, still lording it over the plain and river below.

The passage through the Highlands is sometimes perilous for sloop navigation, owing to the sudden and impetuous gusts or flaws of wind that come pouring down between the lofty hills and deep gorges and ravines, with hardly a moment's warning, even during the calm pleasant days of summer and other seasons, upsetting the unwary mariner, and involving the crew and passengers in a watery grave. Such was the fate of the sloop Neptune, of Newburgh, on the twenty-third of November, 1824, near Cold Spring, when fifty-five persons were on board, twenty-six of whom perished in four minutes, and the sloop was engulfed in the profound abyss below. The dread of these rapid and powerful descents of air from the upper regions, down to the surface of the river, requires the exertion of the utmost vigilance on the part of the navigators of sloops and river craft, and it was only a few months since that a schooner heavily laden with coal was upset near West Point, and the vessel and all on board were engulfed in a moment.

The village of *Cold Spring* is prettily situated in a cove or recession of the east bank of the Hudson, between Constitution Island and Bull Hill, and has a good landing, and a road that leads to the interior of Putnam county, and to the road to Albany and New-York. The place is owned by the wealthy Mr. Kemble and others, and contains the elegant country seat of General Mor-

ris, editor of the New-York Mirror, also that of Mr. Kemble, the proprietor of the *West Point foundry*, that is here situated on a stream that has a heavy water power, flowing down from the hills in the vicinity, with a water-fall, immortalized by the feat and narration of Miss Fanny Kemble, see vol. 2d, p. 164. The foundry has two blast, three air, and three cupola furnaces, a boring-mill for heavy cannon, mortars, cylinders, lathes, an iron water wheel, thirty-six feet in diameter, besides a large establishment in Beach and Washington streets, in New-York, on the bank of the river, for constructing sugar mill works, steam engines, and machinery, fitting the same in steamboats, repairing, &c.; employing several hundred workmen in the various branches, in both places.

The boring of cannon is as follows: the solid mass of iron in the shape of 18, 24, 32 and 42 pounders, when cast, are solid, and weigh, perhaps, several tons, and are then firmly secured or arranged in horizontal pivots, and made to revolve rapidly like a turning lathe, by the immense water wheel connected with them, and the boring augur being applied to the proper end, it is surprising to see how easy and simple is the process, and how smooth and regular is the bore. Large contracts for cannon have been taken and made by this concern, with the United States government; and the regular process for the trial and proving of the strength of each cannon is as follows: the pieces are arranged at intervals, heavily loaded, and double shotted, their muzzles pointed to a ridge of earth, or the target on the rock at the base of the mountain across the west side of the Hudson, and then fired in succession. The echo among these mountains is truly grand on such an occasion, and when a feu de joie, or salvo, is made, by discharging all the cannon simultaneously, the effect is really glorious, and seems like a mighty rushing wind or earthquake, shaking the very foundations of the earth.

The writer of this was once passing by on board a sloop, and floating smoothly along with the tide past

this spot, during a proof trial of the cannon at this foundry, when the moment we had barely cleared their range, whiz-z-z whistled a heavy cannon ball, passing within a few inches of our stern, and of the quiet children and passengers on deck, before even we heard the heavy *bang* of the discharge, or turned around and saw the smoke passing off in curling volumes ; this was only done in *sport*, to test the accuracy of their aim, to see how *near* they could come to us without *hitting* ; this might have been sport to them, but not so to those on board at the time. If the least flaw or defect is seen in the cannon, the piece is rejected, much to the loss of the proprietors, that have to allow their manufactures to undergo this severe ordeal, before they will be accepted and paid for by the government.

Bull Hill, on the east shore, is the next in course, and being 1,486 feet high, and containing, about *mid-way* between the base and summit, on a *portion* of the *profile* edge towards the river, a noted mass of rock resembling the human forehead, nose, mouth, and chin, with a tree projecting almost like a cigar or pipe, is never passed by the old voyagers and knowing ones without being pointed out to their wondering and amused friends, and one must be quick in observation at the time, and accurate in the direction of their eyesight, as the glimpse is but for a minute or two, and the rapid progress of a steamer soon takes you beyond the only point of view, when the illusion vanishes, and the famous and veritable nose of St. Anthony, the presiding Dutch genius of the Hudson and Mohawk, is gone.

Break Neck Hill, 1,181 feet high, is the last bluff on the east or right shore in passing up the river, the highest peak, 1,580, being a mile or so to the northeast, and seen when a few miles up nearer Newburgh to the best advantage.

Butter Hill, the last of the highland river range on the west, is 1,529 feet high, and as the boats usually keep nearer to the base of that mountain, it forms a more impressive and overwhelming sight to the traveller

than any other, from its immense and toppling masses of craggy rocks, and sweep of precipice, especially towards the south — the eagle is often seen seeking his eyrie amid these inaccessible and solitary positions, and watching, from his lofty post or alighting place, the finny tribes beneath the waves.

The curious rock found so beautifully perched on the summit of this mountain, and having the appearance at a distance of a *tent* or *marquee*, and that was so uselessly and with so much trouble displaced by General Putnam in a rude vandal and wanton spirit of destruction, merely to see it tumble headlong down the mountain to the water's edge, where it is said it is still to be seen, will never cease to be regretted by posterity as an act of wicked frivolity and wanton destruction totally irreparable, and only to be winked at or overlooked as an indiscreet act of a brave man, and his followers, or fellow-soldiers, but to be frowned upon and prevented at all future times, as should be all attempts to mar or disfigure the curiosities or wonderful forms and arrangements of nature. Recently, the officers and crew of a British man-of-war, on the coast of Great Britain, undertook and performed very much such an useless and disgraceful act, that, when known, met with such a general burst of indignation and disgust, that the British government instantly ordered the same crew and officers to replace the stone on the same foundation, although it was like the labours of *Sisyphus*.

Having finished the Highlands, we pass a mass of rock near the channel called *Pollopell Island*, having the appearance of the top of a sunken mountain, and without any sign of human residence, or ownership, or occupation even by reptiles, though snakes are said to abound, but how they got there no one can tell, and few can stop to ascertain the fact. Like Snakehill in Newark meadows, it has this scare-crow rattle-snake celebrity, as far as we are cognizant, without the least cause whatever; if any one doubts, let him land and explore.

The georgeous scene of the Highland passage being finished, the observant traveller will have a store of rich recollection and resplendent imagery treasured up in his mind and imagination, that will reward him in his future life when brought up in review, aided by his reading and reflections and other associations connected with the history of America.

Cornwall and *Canterbury* are two villages and landings near the northern base of Butter Hill, and three to four miles from Newburgh, that are the first settlements that appear on the left when we leave the straits of the Highlands, and glide into the expansion of the Hudson, between Newburgh and Fishkill and New Windsor.

Moodenen, or Murdenen, or Orange Kill, coming from the interior of Orange county, near Goshen, joins the Hudson between Canterbury and New Windsor, and is a considerable mountain and mill stream.

New Windsor is a considerable landing-place, and has its sloops, docks, and regular steamboats plying to New-York daily, or two or three times a week, similar to all the towns on the river of any note, and here also is a humble looking old Dutch-like mansion near the south wharf, that was in 1774, for a time, the temporary head-quarters of Washington.

There are neat residences on the northern slope of Butter Hill, also on the hill near the landing of *New Windsor*. The embowered abode on the opposite low shore, on a round beautifully wooded verdant spot, is the country seat of William Denning, Esq., called by him *Presque Isle*. The modest-looking country seat and extensive grounds of John P. De Wint, Esq. is the next seen on the east side above Fishkill landing, presenting an extensive and handsomely wooded front towards the river, with a complete view of the entrance of the Highlands and the opposite city.

Newburgh,

from its peculiar situation on a hill presenting a very steep acclivity, is completely arrayed to the view of the passing traveller, and makes quite a display of business, and has its whale ships abroad, and its own steamboats and sloops in abundance, besides being one of the principal landing and stopping-places for all the steamboats that go to and fro between New-York and Albany, and a great outlet to the central and western parts of the state of New-York, and having roads and stages to all the inland towns and along the river; and is noted also for its ale. The communication with Dutchess county is kept up by a ferry across to Fishkill landing, with its long pier reaching out to the channel. The *Matteawan cotton factory* (Schenck's) is at the base of the Fishkill chain of hills near the mouth of the creek, and has a valuable water-power, mill, &c., and is a well managed concern. There are two highland schools, one at Cold Spring, on the hill near the foundery before mentioned, and the other here.

The geology of the Highlands is primitive, but from hence to Troy and Waterford it is transition, and we are now entering upon and passing along its borders, as denoted by the limestone and kilns along shore for several miles. The interior of Orange and Dutchess counties is fertile, and they are the dairies for the city, especially Goshen in Orange county.

From the highest peak of the Fishkill range, in plain sight, parties of pleasure that assemble from the vales of the neighbouring counties, to scale the arduous ascent, on foot or in carriages, have a transcendently fine bird's-eye view down upon the Hudson from Newburgh up the river to a great distance, altogether superior in *this* respect to any other place, not forgetting even the Catskill Pine Orchard, that can be faintly discerned in the remotest distance, and also the nearer sweep of the Shawangunk range, forming the limit to the west, with

all the intermediate country back of Newburgh also expanded to the eye, and on the right hand is seen in the far distance the prominent ranges and peaks in Massachusetts and Vermont, to the utmost verge of human vision. To visit this peak, land at Newburgh, cross the river to Fishkill landing, and foot it up the hill in two hours with ease; the road is followed and traced up without the least difficulty, and the writer accomplished this in the time mentioned, and was not molested by or saw the least appearance of snakes or reptiles, although he trudged about considerably along the range towards the southwest, to change his points of view. Any one having the time to devote to the ascension of this mountain, will have seen this part of the Hudson River valley, &c. in unequalled perfection.

Proceeding on from Newburgh in a northeast course for six miles, in a handsome reach of the river, we pass *Low Point*, a small landing on the east with a few buildings, and in a few minutes' time reach a bold headland or rock on the west shore, *Dans commer* or *Dans kamer* point, and facetiously referred to by Knickerbocker, as "where Governor Stuyvesant in his voyage up and landing on this rock, was frightened out of his wits by a gang of merry roistering devils, freaking and curveting on a huge rock projected into the river, and which is called the Duyvill Dans Kamer to this day."

From the last mentioned point the river assumes, for ten or fifteen miles, a due north and south course, in a reach of exquisite beauty towards Poughkeepsie, that is clearly discovered in the distant perspective.

Hamburg on the east shore, is at the mouth of Wappinger Creek, a good mill stream, rising about thirty or forty miles to the northeast, and pervading the county of Dutchess, and having much fine rich interval land on its margin. A mile and a half north is passed a neat but unobtrusive house on the east, the former residence of George Clinton, governor of this state, and recently of General James Tallmadge; and on the west shore nearly opposite, we see a new and elegant house of Mr.

Armstrong, and the village or landing of *Hampton*, and one and a half miles further is *Jews' Creek*, the paradise of the brickmakers, as is the shore hereabouts for the lime-burners.

Barnegat is the next landing on the east, as is *Milton* on the west, and as we approach that of *Poughkeepsie* on the east, the traveller will please to notice the singular conformation of the rocky and distorted slaty shores that rise in a threatening and dangerous manner near the landing, in a bold rocky bluff, that from its summit commands an extensive and beautiful reach up and down the river, and of the opposite shores in *New Paltz*.

The landing at *Poughkeepsie* is *seventy-five miles* from *New-York*, and *sixty-nine* from *Albany*, and has the aspect of a stirring business place; there are several extensive manufactories (a large one for making steam locomotives) and warehouses along the river front, and there are several ships equipped from hence on whaling voyages, that make it upon the whole a good business. The city is principally built on the upper part of the hill, one mile east of the *Hudson*, at the intersection of the old route leading to *Albany* and *New-York*, and to the States of *Massachusetts* and *Connecticut*. The Dutch made their inroads upon the Indians in this vicinity in 1735; and in 1788 the *New-York* convention here assembled that adopted the constitution of the United States, and it has also at other periods, for a short time, been the seat of the State Legislature. The number of inhabitants at the present time is six thousand five hundred. *Fall Creek* runs through the north part of the city, and forms in its course down the ravine, cataracts and mill seats. The city has its own steam and tow-boats, to take the produce of this fertile county to the metropolis with speed and regularity, and this mode is fast supplanting the old tedious system of sloop navigation on this river.

There are several neat, tidy-looking villas or country seats adorning the river's bank in the vicinity of the

landing, and at intervals along for several miles, as we approach or recede from the landing; and at the end of the before mentioned long reach or meridional north and south line, we find ourselves drawing near a slight inflection, or divergence in the course of the river, called *Crum Elbow*, when, as we pass out of the long reach that the interlocking of the opposite shores excludes from our view, we see, far ahead, (if we occupy at this moment a favourable position on the upper deck) the first dim outline in the blue distance of the Catskill mountains, towering aloft like a thunder cloud.

We are now passing the rough *castellated front* of *Hyde Park*, a place so called, that for three or four miles along the road, on the table land north and south, contains the elegant country seats of Mr. *Giraud*, Mr. *Holbrook*, Judge Johnson, Dr. Allen, and that of the late Doctors Bard and Hosack, Judge Pendleton, H. Wilkes, and others. The *avenue* leading past this strikingly beautiful series of farms, and the residences of the affluent and tasteful owners, is not in sight of the steamboat passengers only in part; but a more superb line of road, for the same distance, does not exist in this State, considering the auxiliaries that come into view before the traveller; the fine avenue and its ornamental forest trees of the maple, locust, &c., and the unrivalled back ground of the landscape, the elevated and cultivated and woody slopes of the west borders of the Hudson, that from their proximity and the easy angle of inclination, have a most graceful appearance in contrast with the more distant towering back ground of the blue range of the Catskills, in the northwest.

Eighty miles from New-York, at the mouth of Crum Elbow Creek, on the east shore, is the landing-place of Hyde Park, and a few rods north, we see the splendidly-arranged house and grounds of the late Dr. David Hosack, of New-York, and purchased by him of William Bard, Esq., the son of the late Dr. Samuel Bard, one of the founders of the New-York Hospital — the extent of the land purchased by Dr. H. amounted in all to about eight hundred acres, and the original cost to

him, including his subsequent improvements, was \$100,000. He had the grounds laid out in the most tasteful, attractive style, with gravel walks following the windings and undulations along the verge of the natural terrace, overlooking the Hudson river directly beneath, and the deep, abrupt, grassy and wooded lawn for a mile or two, and ending in a small circular temple on the rocky margin of the Hudson. The waters of the Crum Elbow Creek run through the grounds, and are so disposed as to add to the beauty and value of the property. Since the death of the late proprietor, Dr. H., the very extensive collection of hot-house plants has been disposed of at auction.

The next in rotation of the pleasant mansions on the east shore, is that of Judge Pendleton, and in two miles that of H. Wilkes. Nearly opposite a rocky island, two miles beyond, on the east shore, at eighty-five miles from New-York, in the township of Staatsburg, is the residence of Morgan Lewis, Esq., the Governor of the State in 1803; and near by is that of James Duane Livingston, and for the next two or three miles in passing along by the Esopus Meadows or flats, we see, on the east, the mansion of J. Thomson.

On the west shore, just before arriving at a bleak rocky point, Columbus, ninety miles from New-York, the place of landing for *Esopus*, four miles distant, we pass the termination or beginning of the Shawangunk range, here called *Mombackus*, or *Indian face*, that extends in a southwest direction for seventy miles, to the Delaware River.

The Waalkill River, that here comes into the Hudson from the southwest, is about eighty miles long, and rises in the large morass or overflown tract in Orange county, known as the drowned lands, ten miles long and three wide, and follows at the eastern base of the Shawangunk range for many miles, and receives as branches, the Shawangunk kill and the *Rondout kill*, and up the valley of the latter proceeds the *Delaware and Hudson Canal* from its termination at *Eddyville*,

about four miles to the southwest. Bolton landing is about one mile from Columbus, and is in plain view from the Hudson, in passing the point.

The Lackawana coal is brought to Eddyville from the mines in Pennsylvania by railroad sixteen miles and canal one hundred and eight miles. It is a singular fact that the *summit level* of the Delaware and Hudson Canal, at a morass where the Barkers kill (running southwest to the Nevisink and Delaware) interlocks with the Sandberg kill, (that runs northeast to the Rondout kill and the Hudson,) is more than four hundred feet above the Hudson, and only eighty feet above the Delaware; thus a dam across the Delaware at Carpenter's Point or Port Lewis, fifty-nine miles from the Hudson, at the west border of Orange county, might be made to divert the entire waters of the Delaware, in a northeast course towards the valley of the Hudson River, along the western base of the Shawangunk mountains, and this, from geological appearances, was formerly the case. There are no passage-boats, but coal-boats plying on this canal as it is entirely out of the usual route for pleasure travellers, otherwise the scenery on the canal has some recommendations. Though it may be possible to get on in that way, and *rough* it to the head of the canal at Honesdale, and then take stage for Wilkesbarre, or Montrose, or Binghamton, and then branch off either to Utica, and the Mohawk, and the St. Lawrence, or on the west, on the banks of the Susquehanna to Owego and up to Ithaca and down the Cayuga or Seneca Lake, or from Owego farther west by the valley of the Susquehanna to Tioga Point, thence northwest to Newtown, Painted Post, Bath, Batavia, and Niagara Falls—it must be confessed, a wilder route could not be selected; yet at Honesdale and Carbondale, and in passing the main ridges, there would be much to gratify the eye of the poet, the philosopher, and the landscape painter.

The Delaware and Hudson Canal is thirty-two to thirty-six feet wide, and four deep, — ascent five hun-

dred and thirty-five, and descent eighty feet, — sixty-two locks, and six hundred and fifteen feet lockage ; — cost of canal, sixteen thousand dollars per mile, — the elevation on the Moosic mountain is overcome by five inclined planes, each from two thousand to three thousand feet in length, single track, and cost six thousand five hundred dollars per mile.

There are always stages on the dock at Columbus to convey passengers to Kingston, three miles inland to the northwest, on a handsome plain. This was settled by the Dutch as early as 1616 ; it is the county town of Ulster, and was destroyed by fire in 1777, by the British troops under Vaughan. The court house is a stone building, and cost forty thousand dollars. The other public and many private buildings are also of stone, and the inhabitants wealthy and industrious. The village has the advantage of large lots and gardens, and must be an agreeable residence. The flats along the Esopus creek, in front of the village, are rich and handsome. There are about two thousand inhabitants.

Opposite to Columbus or Kingston, is the landing of *Rhinebeck*, (derived from the river Rhine in Germany, and Beckman, the name of an original proprietor.) The village, containing seventy houses, is three miles in the interior, on the Rhinebeck flats, a pleasant tract, and easy soil for cultivation. For several miles above Rhinebeck, the soil and aspect is rather uninviting, but on the west shore we are constantly regaled with the scenery of the Catskills as we rapidly advance, until we reach the *lower landing of Red Hook*, ninety-eight miles from New-York, with the handsome residence of *Captain Lowndes Brown* near the river, and of *General Armstrong* further in the rear, on the hill ; and in a short distance north of the dock is that of John R. Livingston, Esq., and, opposite the Magdalen Island, of Dr. Martin, are also successively those of the late Major General Montgomery, Robert Donaldson, R. S. Livingston, and Mrs. Barker, and of Philip Livingston, Esq. on the point of Saw Kill Creek.

The white speck seen for several miles on the Catskill, is the famous mountain house, two thousand five hundred feet in elevation above the Hudson.

Glasgow village, in Ulster county, on the west, is ninety-nine miles from New-York, abreast of the upper of the Magdalen Islands.

One hundred miles from New-York, and forty-four from Albany, we arrive at the *Redhook upper landing* on the east, and the delightful residences of Robert Tiltonson, Esq., John Swift Livingston, Esq., and Mr. El-mendorff, together with a number of other houses, and a hotel; but the principal settlement is five miles to the east, on the main post-road from north to south. Observe that in this near vicinity is *Redhook* post-office, *Redhook landing* post-office, and *Upper Redhook* post-office, as this is apt to create confusion in mailing letters.

Esopus Creek, as it is termed on the maps, but richly deserving the name of *river*, comes into the Hudson on the west shore, nearly opposite the landing last mentioned. It rises in the northwest part of Ulster county, has a southeast and then a northeast course past *Kingston*, and then nearly north to SAUGERTIES village, its entire length being sixty miles, with much rich land on its margin, and has a heavy water power concentrated within four miles of its mouth, principally belonging to *Henry Barclay*, Esq. of Ury, the country seat so named, opposite upper Redhook.

Few manufacturing villages in the Northern States are equal to *Saugerties*, or have a more solid basis of prosperity, a never-failing water power, derived from the southern slope of the lofty Catskills, united with ample capital, judiciously directed in the manufacture of paper, cottons, woollens, bar-iron, white lead, and many others. The principal fall at this village is fifty feet in height, formed by the union of art and nature, so directed as to back the water for three miles, thus creating a lovely lake to within a mile or so of the great falls of *Esopus*, and a combination of attractive scenery, highly pleasing to the traveller of taste, and to the citizens

from the south desiring a residence for the summer months. There are steamboats and tow-boats belonging to this place, and every facility for reaching this desirable village, and enjoying the rides among the stupendous ghauts, or deep gorges of the Catskills, that within ten or fifteen miles attain their greatest elevation and beauty, and are beheld with the most impressive effect. The population of Saugerties is four thousand.

The *Manor of Livingston*, in 1684-5-6, was granted by the king of England to Robert Livingston, a member of his privy council, and embraced a front of ten miles and a half on the Hudson, twenty and a half miles back inland, and fourteen on the eastern border, making two hundred and eighty-eight square miles: with baronial privileges, a tract equal to a small German principality. It is at present owned by several heirs of the original proprietors, (with the exception of Germantown, a tract of six thousand acres, conveyed in 1710, by an arrangement with Queen Anne, to a number of Palatines who had served in her armies in Germany,) and now forms the townships of Clermont, Livingston, Taghkanick, Ancram, and Germantown.

The old Livingston manor-house is situated on the east bank of the Hudson, near Rolef Jansen's, or *Ancram* Creek, ten miles above Redhook upper landing; but the splendid residences of Robert L. Livingston and Edward P. Livingston, Esquires, the sons of the late chancellor Livingston, (minister to France, who made the negotiation for the purchase of Louisiana with Napoleon, for fifteen millions of dollars,) are situated nearly opposite to Saugerties, and their diversified grounds and lawns, that command the finest scenery on the Hudson, extend for miles on the borders of the river, and are in every respect princely abodes. This family are, and have always been on the popular side in political matters, and in unison with the old republican party, and of high estimation in the national and state governments.

Bristol, on the west shore, is a small village and land-

ing for sloops, two miles above Saugerties; and opposite, in the middle of the river, begins a series of flats, or low mud islands, that extend up for two or three miles, past Trumppore's landing, the next above Bristol. *Oak Hill*, the residence of Harman Livingston, Esq., next is seen on the east shore, conspicuously on the hill south of the landing, and the convenient dock and warehouse for storing country produce; and on the opposite shore, as we draw near the landing, we pass a creek with a very serpentine channel winding through the marsh and soon after arrive at

Catskill,

on the west shore, one hundred and eleven miles from New-York. This has long been an important landing-place for visitors to the great hotel on the *table rock* of the Catskills, known as the *Pine Orchard*, and frequented by thousands of travellers. Carriages are always in waiting on the dock to accommodate those that wish to ascend. Travellers can proceed by the railroad to *Canajoharie*, a town on the Erie Canal and banks of the Mohawk river, about seventy miles in a northwest direction up the valley of the Catskill river, through Green and Schoharie counties, and over and along the northeastern slopes of the mountains, saving, perhaps, a little time and distance, but losing the view of Hudson, Albany, and Troy, and of the delightful railroad route along the Mohawk, from Schenectady to the intersection of Canajoharie.

Stages for the west leave Catskill daily for Binghamton, Owego, and Ithaca, and thence down the Cayuga Lake for forty miles, and by stage, canal, or railroad, to Geneva, Canandaigua, Rochester, Lockport, Lewistown, or Buffalo.

Besides the view from the table rock before alluded to, there are other inducements for travellers disposed for a time to seek out gratification and amusement, to

visit the falls and other spots that the magic touches of Cole the artist have brought to the public admiration; and as coaches run regularly to and from the mountain, and are so adjusted as to meet the steamboats at various hours, and also to enable the public to visit the different falls, there is every facility afforded the traveller; the price is one dollar to ascend to the mountain house — the time required, about four hours, distance twelve miles — but half the time suffices to return. The road for nine miles from the landing is uneven, and for the last three, a steep ascent in a zig-zag course, doubling on the track, that soon places the traveller in a peculiar position, rather trying to the nerves of the timid.

The *Clove road* that ascends the Catskills, a mile or two south of the road to Pine Orchard, should by all means be seen as one of the wonders of the vicinity. It enters upon the ascent where the Kauterskill emerges into the light of day, from the deep and overshadowed ravine, where the raging and force of the tumultuous waters have thrown large masses of rock into every imaginable and confused form, pile on pile, among which, the tumbling waters are sometimes seen bursting forth from narrow channels, or crevices, or swelling and boiling up from some syphon or upper source, or forming cascades of an endless variety of forms, and giving forth sounds of its raging and uncontrolled power, that, as the traveller follows up the arduous, and endless, and truly fatiguing ascent, becomes less and less audible, as the road takes the other side of the gorge, by crossing a rude bridge.

Several tremendous precipices of sandstone rock, of several hundred feet in perpendicular height, strike one with awe and delight, — and when nearly at the end of the ascent, the traveller will pause and look back to the east, through the narrow vista of the towering rocky masses of the mountain on either hand, at a plunging and rapid sweep of the eye, at the distant fields and farms far down in the vale below, and beyond

the Hudson, on the east shore, well in the interior, towards the Massachusetts and Connecticut lines the diversified colours of the cleared and cultivated lands, green lots, and the yellow harvest ripening for the sickle and the scythe, with all the hues of the fading distance, and at the deep and full green of the American forest predominating over the landscape, the whole presented at such a visual angle and as distinctly exhibited in its details, as a vast map, or page, in the sublime volume of nature.

The entire view, from the twilight dimness of objects in the gorge, and the concentration of the eager gaze of the beholder, and the brilliant lighting up of the remoter squares and divisions of the farms, dwindled into diminutive size at the end of this grand gallery of nature, seems of itself to be a perfect picture, set with a most gigantic and appropriate frame, and underneath the blue canopy of the over-arching expanse of heaven, is in admirable keeping and harmony. When resuming the advance, and attaining to the summit of the *gap*, in a short distance there is a clearing and a log-house or two, and you can begin your view westward; the extreme summit of the round top still appears to be at a toilsome distance. The residents near this spot are accustomed to conduct up those seeking their aid to attain the crowning summit of the Catskills, three thousand eight hundred and fifty-six feet high. While here, get the guides to conduct you to the ravine near by, where the western branch of the Kauterskill presents a most beautiful cascade into the deep and narrow amphitheatrical walls of a secluded receptacle, hollowed out and excavated into pools or reservoirs, most admirable for a pure clear bath, where naught but a small opening like a sky-light admits a sufficiency of exposure to exhibit the exquisite drapery that clothes the steep sides and the encircling rim or verge of this sanctuary of nature, that must be sought and won with considerable toil and muscular exertion, and that so richly repays the explorer. This is one among a num-

ber of the hitherto secret and hidden beauties of nature, that man has seldom beheld in this portion of the mountain ; others exist farther to the interior.

A week or a month of the long days in June, July, or August, will not exhaust the resources of pleasure, but a bare day or two is but seldom awarded, and that is given merely to the Pine Orchard and the Kauterskill, that we shall now describe, premising that the writer once visited them from below, by taking a *lateral* road, on the north of Clove Road, excavated for the red paint or pigment, the oxide of iron, and clambering up the steep ravine, from crag to crag, and over the dashing brook, and slippery trunks of fallen trees, or moss covered rocks, until the position was at length attained, that presents the two leaps of the upper Kauterskill falls in one upward view.

The hotel on the table rock was built by the citizens of Catskill, and cost twenty-two thousand dollars ; it is one hundred and forty feet in length, four stories high, with a piazza extending across the front, and a colonnade. There are about six acres of naked rock surface around the hotel, with ample room for out-buildings. The hotel is placed at a safer distance from the verge of the sheer descent of the precipice, to allow coaches to draw or drive up in front, to deliver and receive passengers, and for visitors to promenade about, and peer over the dizzy, toppling crags, into the deep valley under the eye of the spectator, here at an altitude of two thousand five hundred feet above the Hudson, and fifteen hundred above the open meadow at the immediate base of the precipitous descent. The Hudson River appears distinctly at intervals, for forty or fifty miles, dotted over with numerous islands, and the white sails of the river craft, and the steamers, with their long trains and curling volumes of smoke, that may be easily distinguished by the naked eye, urging their powerful course over the placid surface of the river, that in the morning sun gleams brilliantly and dazzles the eye with its effulgence. The cities of Catskill,

Hudson, and Poughkeepsie, also are plainly seen, and minor towns, with their distant village spires. The beholder is impressed at once with the predominance of the native forest trees, and the deep verdure of their foliage, that yet rules over the largest extent of the surface of old mother earth, in the entire length and breadth of the land, with a scattering of farms and cleared lands, and evidences of the industry of man. The eastern bank of the Hudson, and the entire sweep of the landscape, far retreating into the interior, towards Vermont, Massachusetts, and Connecticut, embracing one hundred miles from north to south, and fifty miles from east to west, is completely unfolded to the view, developing a large portion of the Hudson River valley, and presented at the least angle of inclination or slope, towards us, environed with a splendid outline or frame of mountains, with the *Taughkannock Peak*, indicating the north-west corner of Connecticut, near the New-York and Massachusetts line, in the south-east,—the well recognised, elevated sierra of *Saddle-Mountain*, near Williamstown, in Massachusetts, to the north-east, and some prominent peaks of the Green Mountains in Vermont, on the extreme north or left; and on the right or south, we distinguish the blue outline of the Fishkill range, and of the Highlands beyond Newburgh. The coup d'œil is grand,—the o'ertopping ridges behind the hotel, on the south-west, west, and north-west, bound the view to a limited extent, but are themselves objects of great magnificence, and are yet seen in all their pristine, or native wildness, rudeness, &c. The small peak that rises on the south near by, is about one hundred and fifty feet higher than the hotel, and is a geological study of itself, composed of pudding-stone, sand-stone, &c. and gives an extension to the view towards Albany, and a bird's-eye view of the table rock and hotel.

The remains of the Windham turnpike, made some twenty or thirty years since, across this mountain, may be followed towards the west, passing the two *lakes* that

are two thousand feet above tide water, one mile long, and form the cascade of the Kauterskill Falls, that will now be described:—the lakes are repulsive in their aspect, the one on the north, with broad lobed-leaved aquatic plants floating on the surface, and bordered by tangled shrubbery,—but the other has a cleaner margin, and the waters of both are connected by a brook passing under the bridge. The supply of water is small, and preserved with care, and let off for hire, to increase the mass of the fall when a party of strangers arrives. Following a winding, stumpy, rugged, and at times muddy road, for about a mile through the woods to the south-west, we arrive at an opening of six hundred feet in circumference, that yawns before us to a profound depth, and arrests our progress by its deep semi-circular or amphitheatrical aperture or form, open only towards the south or southwest, and exposing the deep ravine, richly clothed round with trees, and varied with foliage of different colours, retreating steeply down a quarter of a mile or more towards the *clove road*, and from the foot of the ravine west of the clove, rises in one majestic curtain or slope, extending a mile or two heavenward, the full body of the vast *round top*, that fills an angle of thirty or forty degrees above the level of the eye of the beholder, filling him with admiration at the noble grandeur of the effect. The run, or outlet that discharges the water of the two small lakes, rushes across the mass of sand-stone composing the precipice, and leaps into the gulf; and exhausting itself in foam and spray, falls upon the debris one hundred and seventy-five feet, is again collected on the floor of the rock, and within a short distance takes another plunge of seventy-five feet, and follows the dark and over-arched, and deeply-shaded depth and windings of the ravine to the valley below.

After studying this grouping of the mountains and ravine from above, the traveller should by all means follow the circuitous path that will conduct him down about ninety feet, and then take a horizontal direction,

passing under the rock into a semi-cave behind the water-fall, with the vast rock above that supports the falling sheet of water, and impends over as the stooping and groping explorer walks on the crumbled debris of the red rock, while the water is falling twenty or thirty feet clear of the standing-place, and forms a curtain of snowy spray in front of this deep recess, that serves partly to veil the deep blue sky, and adds much to the charms of this fearful and wonderful place; even the rainbow at certain times appears from above, floating on the bosom of the mists of the falling spray for a moment, vanishing and circling away. Those that omit to view this fall from below lose much that will cause regret.

The invigorating pure air that is inhaled at the mountain house, and the exhilarating effect of the various excursions and promenades that are usually taken while there, have braced up and restored to health many an invalid that no other means could have recruited.

Not the least of the gratifications derived by an observant person, or a lover of nature, from a visit to this mountain eyrie, the most remarkable and elevated in the United States, are the changes in the atmosphere, produced by clouds, fogs, thunder-storms, and the charming and sublime shadows and lights passing rapidly over the plain; also the appearances produced by the early morning sun, or evening twilight, or the softer radiance of full moon, or by the clearing off and rising of the morning mist from the plains below; or what is still better, to be so fortunate as to witness the gathering of a heavy thunder-storm, and to see the lowering volumes of dark vapours come sweeping over the western crest of the mountain, bringing in its train the forked lightning, the loud thunder, and the pelting hail, shaking the firm foundations, and reverberating among the echoes of the everlasting hills; and then to see, as the writer has done, the surcharged clouds subsiding and sinking into the valley, and then again to

see the bright flash, and hear the roar of the storm that is raging beneath your feet, while over your zenith all is clear and calm as a summer's morning, and you see beyond the range of the storm, at ten, twenty, or forty miles distance, the clear powerful rays of the sun pouring with unmitigated intensity upon a tract parched with drought; and then to finish and grace the scene, as the atmosphere is clearing away, pillars of rainbow-hues are seen in the east on the face of the retreating cloud, and all is hushed, and the refreshed face of nature once more assumes its wonted appearance. A traveller from Europe present at the time, acknowledged that a scene equal to that in sublimity had only once gratified him, — Mont Blanc at sun-set.

From Catskill we find our boat shaping its course to the north-east, past a large marshy island, and approaching a bend of the river near the foot of *Mount Merino* on the east shore. After rounding the hill, the city of Hudson appears before us, at one hundred and sixteen miles from New-York, and twenty-eight from Albany, with its lofty ware-houses at the landing, and ships, steamboats, and sloops, giving evidence of capital and enterprise that here exist, and that has sent out many ships on distant whaling voyages to the south seas. The city is principally on the summit of the hill, sixty feet above the landing, and is seen to better advantage when the steamboat is two or three miles out in the river. There are seven thousand inhabitants in Hudson, it is the capital of Columbia county, a port of entry, and the head of ship navigation for large vessels. A branch rail-road extends across this State and Massachusetts to Boston, and travellers intending to visit the *Shaker Village* at *New-Lebanon*, thirty miles to the north-east, will land here and proceed in the rail-road cars, at seven o'clock in the morning, or in private conveyances by applying at the inns.

There is considerable water-power in the neighbourhood, and much of manufacturing industry near Hudson. Its settlement commenced in 1784, by Thomas

and Seth Jenkins, of Providence, and twenty-eight others, and it had a most rapid growth for a time, too rapid, in fact, for in two years it had fifteen hundred inhabitants, and one hundred and fifty dwelling houses. *Prospect Hill* is at the east end of *Warren-street* that has a gentle ascent of one mile, and terminates in a public square, academy, water-works, &c. Other streets are laid out parallel, and the lots are fifty by one hundred and twenty feet. It is compact near the river. There are several churches, banks, jail, court-house, &c. Lead ores have been found here.

Athens, on the west shore opposite to Hudson, is in Greene county, and has some genteel private residences, and some participation in the river business, and sloop navigation, and communicates by a canal cut through the mud flat, to avoid a circuit, and boats pass to and fro.

Four miles above Hudson on the east, *Kinderhook Creek*, or *Abraham's Creek*, alias *Claverack Creek*, comes in, and at its mouth there are cotton factories, paper mills, and a peculiarity in the landscape of most striking appearance; and opposite is a prominent high rocky point, one hundred and twenty miles from New-York, called *Four Mile Point*, said to be the actual head of ship navigation. The retrospective view down the river from this towards Hudson is truly fine, with Mounts Merino, Bancroft, and Prospect in the back ground. The shoals and obstructions from this to Albany are increasing every year, in spite of the puny efforts of man to counteract; and eventually, measures will have to be adopted to extend the Erie Canal thus far.

Staat's Point is next passed on the east above the creek, and Bennett's Point and Island, and in one mile, *Little Nutter Hook*, and *Nutter Hook*; and across to west shore *Coxackie* landing, and three islands, (village one mile back,) one hundred and twenty three miles from New-York, and an important bustling little place, with sloops, ship-yards, or rather for building steam,

canal, and tow-boats, and a hauling-up place. Three hundred feet above the Hudson, is a boulder of Hypers-thene, of one hundred tons, like those in the dykes in Essex County.

Stuyvesant or Kinderhook landing, is on the east, (*Kinderhook* five miles east,) at the mouth of Coxackie Creek, one hundred and twenty-five miles from New-York.

Kinderhook was settled by the Dutch and Swedes, and the name originates from Children's comer or point, so called from the number of children belonging to a Swedish family that anciently lived on a point of land half a mile above the upper landing. This is said to have been the birth-place of Martin Van Buren, President of the United States.

Many Islands occur from here to Albany and Waterford, causing the channel to be very crooked and variable, but adding to the beauty of the trip.

New-Baltimore, one hundred and twenty-nine miles, has a dock and store-house, and one sloop to New-York once a week. The water is eleven feet deep; to this place tide rises three to four and a half feet.

Hannekai's Kill, or Cock Crowing Creek, is on the west side, opposite a group of Islands.

Coeymans, and *Coeymans Kill*, one hundred and thirty-two miles, is in Albany County, and evidently an ancient and venerable place, with its store-houses, mills, &c.

Schodack, one hundred and thirty-five miles, village and landing in Rensselaer County.

Castleton, one hundred and thirty-six miles; shoalest water from New-Baltimore to this, three and a half to seven feet, and four and a half to five and a half to Albany; tide rises two to four feet high.

Vlamans Kill, west side, and Winnes pier and bar.

Papacane Creek, east side.

Hoke Bergh, or high hill, Mr. J. B. Staats, five miles from Albany. *Van Wies Point*, west.

Prospect Hill, east, seat of late E. C. Genet, minister

from France in 1798. The eastern slopes of the islands facing the *overslaugh* are paved with stone to low water, to prevent abrasion by the current, and a dam at the north point is to force the water in one channel, and increase the velocity, and prevent the bar that detains vessels at low water. Hitherto the United States have devoted large sums to counteract this evil, but it recurs and fills up, even if scoured out by a machine.

Four miles above this is *Albany* in plain sight, and after passing along an island that intervenes between the mouth of the *Norman's Kill*, and *Cuyler's Bar*, and *Van Rensselaer's Mills*, and *Greenbush*, on the east shore, we arrive at

Albany,

one hundred and forty-four miles from New-York, in N. lat. $42^{\circ} 39'$, W. long. $73^{\circ} 13'$. The Legislature of the State here assembles in the Capitol or State-House, at the head of State-street, one hundred and thirty feet above the river. From the observatory on the top of this edifice is one of the finest views in this State, and accessible to all strangers. Four Ionic columns of marble, thirty-three feet high, ornament the portico.

The principal objects of attraction the city presents, are its ancient and modern buildings, and the public works of the State, the *Erie* and *Champlain Canal*, and the great *Canal Basin*. The ancient Dutch buildings, of which some are judiciously permitted to remain in good order, as relics of the olden time, by their owners, must be sought for in Pearl-street, north of State, and in streets near the river. The residence of the late Governor De Witt Clinton, and the Female School, also in Pearl-street, are pointed out to strangers.

The *Albany Academy*, of red sandstone, also fronts on the square north of the Capitol, and cost one hundred thousand dollars, and is occupied in part by the Albany Institute or Lyceum.

The *City Hall*, also fronting on the Capitol square

on the east side, is a showy building of white marble, hewed out by the State-prison convicts of Sing Sing, and is distinguished above all other edifices in America by its gilded dome, like the invalides at Paris, and has a truly dazzling effect,—this is the *court* building, and fitted for County purposes.

An Exchange is at the front of State-street, and also fronting on Market.

There are twenty-two churches for all denominations; a *Theatre*, but poorly sustained; a *Museum* in a semi-elliptical building, that is of an elegant and striking appearance, corner of State and Market-streets, and is worthy of a visit, and also the terrace on the top.

The *Law Buildings*, corner of South, Market, and Beaver, and the South Dutch Church in Beaver and Hudson-streets, with its noble portico of freestone and neatly arranged grounds, also the Churches, the Academies, City Library and Reading-room, &c., are all objects worthy of attention to those that have time to study the taste of the people.

Stanwix Hall, of the eastern granite, with its fine dome cannot but be admired.

The banking-houses, five in number, are in State-street, but are plain, decent edifices. The State-House, for records, and for the use of the Treasurer, Secretary of State, Surveyor General, Register, Adjutant General, Chancellor, &c., is a plain fire-proof brick building, solid and substantial.

The route by *Erie Canal* occupies one day and a half. People that value their time, avoid that route, though along the Mohawk and Little Falls it is not excelled by any other. Both are given in full, to enable the traveller to make his selection.

Albany contains about thirty-five thousand inhabitants, was founded in 1610, after H. Hudson had sailed up the river to the mouth of the Mohawk and returned to Holland, when a fort and lodgement was effected on an island below, in 1614, and found to be too much exposed to floods, ice, &c., and abandoned three years

after, and Fort Orange erected, on or near the Fort Orange Hotel, in South Market-street.

The English captured New-York in 1664, when this place then received from its new masters the present name, after the Duke of York and Albany, the proprietor. It had a royal charter in 1686 under Dongan, and was anciently surrounded by a stockade as a defence against Indians, and it has always been an important and central military position, both in the Indian and French wars; and its connection with the Erie Canal, and the railroad leading to the west, have recently given it a further impulse that must continue, as all the travel from the Eastern States must pass its portals.

The *dépôt* of the *Mohawk and Hudson Railroad*, from Albany to Schenectady, is found at 115 State-street, opposite Congress Hall, near the top of the hill and public square. Seats are there secured for Utica, price three dollars and seventy-five cents — through in four hours — ninety-six miles.

This *Railroad*, extending fifteen miles from Albany to Schenectady, across a sandy plain covered with pines and shrubbery, with an inclined plane at each end, cost eight or nine hundred thousand dollars, and the *Saratoga and Schenectady Railroad*, a continuation of the preceding, and leading to Ballston and Saratoga Springs, and twenty-one miles long, cost only two hundred and ninety-seven thousand two hundred and thirty-seven dollars, or not half the amount of the former, and almost half as long again; began in 1831, and finished in 1832. Another route to reach the Springs in the shortest possible time, is to proceed on to Troy, and take the railroad from thence leading over to the islands at the mouth of the Mohawk, and over the branch of the delta of the Mohawk to Waterford, and thence to Ballston — twenty-five miles and a pleasant route.

The *Packet-boats* do not run as formerly on the canal between Albany and Schenectady, as from passing through twenty-seven locks in the twenty-eight and a half miles, and its consuming twelve hours, it became

unpopular, and was given up, but the line of freight-boats take passengers if desired. Those wishing to take passage in the canal-boats that leave Schenectady for the west in the morning or afternoon, take cars or coaches at Albany on the arrival of the boats from New-York, and are in Schenectady in time.

For Troy, there are stages leaving State, corner of Market-street, every half hour, price one shilling, besides small steamboats that leave on the arrival of the great ones from New-York.

Stages leave daily for Ballston and Saratoga Springs, at six, nine, and twelve in the forenoon, and at two, three, and five in the afternoon; and for Whitehall daily, to meet the boat on Lake Champlain, that runs to St. John's, and by railroad to La Prairie, and on the St. Lawrence to Montreal. Also, for New-Haven in a day and a half, via Litchfield daily, one o'clock afternoon.

For Hartford in a day, via Sheffield and Norfolk daily, one in morning.

For Lebanon Springs, via Nassau, at nine in forenoon, twenty-five miles.

For Montreal in three days, at two o'clock morning.

For Boston, via Lebanon, Pittsfield, Springfield and Worcester, by railroad.

Stage Offices corner of State and Market, under the Museum, and on the corner of Hamilton and Market-streets.

Grand Route to the West,

by *railroad* from Albany to Schenectady (the Springs,) Utica, Syracuse, Auburn, Rochester, Lewistown, Batavia, Buffalo, and Niagara Falls.

The line of the Mohawk and Hudson Railroad at its commencement, is in plain view, seen from the steamboat, on the west bank of the Hudson, near the southern confines of the city, where is the main depôt for the *freight-cars*, that are taken up the inclined plane by a stationary engine to the summit. Passengers for the

Utica, and Ballston, and Saratoga railroads, will purchase their tickets at the depôt office, 115 State-street, and will be despatched punctually at eight o'clock. Price through to Utica, three dollars and seventy-five cents, or to Schenectady, seventy-five cents, or to the Springs, one dollar and fifty cents.

Horse-power is used to drag each car, the moment passengers arrive sufficient to fill one, out to the head of State-street, where the locomotive engine is in waiting, and when the entire train is ready, the road is soon passed in a direct line for twelve miles through a sterile, sandy tract to Schenectady, nearly on a level. The iron plates rest on wooden rails bedded on stone. This has no connection, by charter, with the Utica road. Some deep sand excavations and embankments are passed, and also the farm and nursery of Wilson and Buel, three miles from Albany. The farm covers about eighty acres, and the nursery twelve or fifteen. Mr. Buel was extensively known as the editor of the *Cultivator*, a monthly quarto paper at fifty cents a year, and for his entire devotion to the interests of agriculture and horticulture. The successful results of his labours in these respects are here beneficially exemplified. His catalogues and publications are to be seen in the Albany book-stores.

Arriving at the inclined plane overlooking Schenectady and the valley of the Mohawk, with the grand Erie Canal at the foot of the hill, the traveller is three hundred and thirty-five feet above tide-water at Albany, (there are twenty-seven canal locks between Albany and Schenectady, rise two hundred and twenty-seven feet,) one hundred and eight feet descent of the plane in half a mile. The first glance from this elevation is very pleasing; but a few moments are allowed the passengers, who are let down in the customary manner, and pass by the capacious depôts and car-repositories on the plain, here in close proximity to the Erie Canal, Mohawk River, &c. &c. Passing through the city of Schenectady, this route unites with the railroad that

extends to *Ballston*, fifteen miles, and *Saratoga Springs*, six and a half miles. (For the route to the Springs via *Troy*, see p. 51.)

Schenectady,

fifteen miles from Albany, contains about five thousand five hundred inhabitants, exclusive of the two hundred students attached to *Union College*, and is well placed near the *Mohawk* River. It was surprised and burnt by the French Canadians and Indians, the eighth of February, 1690, and the inhabitants perished in cold blood, or were made captives; few escaped in the snow to Albany. In 1748 another massacre took place of seventy inhabitants, and in 1819 one hundred and seventy houses were burnt. There is a good hotel on the main-street. The dreary old sandy road, horridly paved with large stones, that formerly was dreaded, and required four or five hours of stage-driving for fifteen miles to Albany, is now a matter of history with the old traveller, in contrast with existing facilities, and the same may be said with many other routes. There are two banks, six churches, a City Hall, &c.; it is an old settlement. Many mills, and sites for hydraulic works, are near the town.

The Mohawk river is crossed by a bridge three hundred yards long, and an embankment of one thousand three hundred and twenty yards, when the roads diverge, that for *Utica* to the west, and for the Springs to the north-east.

Union College may be advantageously seen while passing the bridge, on the right hand or south side of the Mohawk, on a gentle ascent, and displays two ranges of white buildings, each two hundred feet long, and four stories high, of brick; built from the proceeds of a State lottery in 1814. It has a president, (Dr. Nott,) several professors, lecturers, and tutors, a register, &c., a library of ten thousand volumes, a museum, and chemical and philosophical apparatus: two hundred and fifty students.

Con-nugh-harie-gugh-harie, or a great multitude collected together, was the Indian name of this place, and the tribe of Mohawks, it is well known, that they had their council fires in this valley, could muster their thousands, and strike terror into their enemies ; (see Colden's History of Five Nations.) The Indian name of *Schagh-nack-taa-da*, or beyond the Pine Plains, was applied to Albany. A few of the old Dutch buildings yet remain, and also a bridge over the Mohawk, nine hundred and ninety-seven feet long, (erected by Burr, noted in former days as a bridge builder.) There are rich and extensive flats in the vicinity.

The Utica and Schenectady Railroad,

20,000 shares ; capital \$2,000,000. The right of way cost \$322,470, besides the Mohawk turnpike, \$62,500, and the construction of the road, \$1,968,000. Received from passengers in four years and five months, (the mail, and all other sources, since being finished up to first of January 1841,) is \$1,618,517. The expenses being in same time \$552,598 — leaving as nett profits, \$1,065,918, or seventy-one per cent. The dividends thirteen and a half per cent. per annum on \$1,500,000 that were received from stockholders, and \$300,000 from dividends — total dividends in four and a half years, \$917,000. Cost of road per mile, with motive-power, \$18,446 ; the *grading* being for a double track, and so laid in the centre for twenty miles, and two miles of turn-out. The light flat iron bar is used. They are not permitted by the state to carry freight to compete with the grand Canal, though much inconvenience is felt from this restriction by the public.

After leaving the branch road to the Springs, the main road adheres to the north bank of the Mohawk for seventy-four miles, and no line of rail-road could be more happily devised, or ably and triumphantly achieved than this, in its entire course.

Amsterdam, sixteen miles from Schenectady, and sixty-two from Utica, is a small village, and has a run of watering and manufacturing power, (Chuctanunda Creek, a fine mill-stream from Saratoga County, falls one hundred and twenty feet, one hundred rods from its mouth near by,) and was the residence of the Johnson family before the Revolutionary war, Col. Guy, Sir William, and Sir John, all staunch and consistent loyalists to their king. The stone house, one mile from the village, on the south side of the railroad, was built by Col. Guy Johnson, and the one a mile onward was occupied by Sir John, all famous in the colonial history.

A bridge extends across to the south side of the Mohawk in Florida, and if the cars breathe a minute or two, or take in water, the traveller can spring out and enter the restaurateurs for hot coffee and refreshments, that opportunely occur at intervals of about twenty miles. Four miles onward at Tribe's hill, observe at the south side of the Mohawk River, and east side of the *Schoharie* Creek, the site of old Fort Hunter, Queen Anne's Chapel, and the old Mohawk Castle, famous in our early history. There also were some rude Indian paintings, or daubs of human figures on the rocks forming the banks of the Mohawk here.

The outlet of the Schoharie Kill, that rises on the northern slopes of the Catskills, and the canal dam and bridge, or tow-path across, together with the entire valley and fore-ground, is a combination of pleasing features of art and nature.

Caughnawaga, twenty-four miles from Schenectady, and fifty-two from Utica, and four miles from Johnstown, thirty-nine from Albany, was an Indian village, and a principal town of the Mohawks, and signifies a coffin, from their being in the river opposite that place a large black stone. The present race of inhabitants are descended from Scotch, Dutch, German, and eastern or Yankees. The *Hall* erected by Sir William Johnson in 1773, and occupied till his death, was four

and three-quarter miles from this to the north, and on his farm was fought a battle by the Americans under Col. Willett, and the Indians and their allies, the twenty-fifth October, 1781. Most persons recollect Sir William Johnson's adroit reply to an Indian dream, in allusion to the fine red cloth and lace cloak that the Indian chief unluckily dreamed that Sir William had presented to him, and that Sir William gave without hesitation; but soon after, HE had his dream, that the Indian had given him a large tract of rich land, that the Mohawk gave up with equal liberality, but said that he should not dream again with the honorable baronet.

Fonda, a short distance from the previous place, has the county buildings, and a fine new court-house is erected. The county seat has recently been transferred here from Johnstown, as the county of Montgomery also extends south of the Mohawk to Schoharie and Otsego. The church at Johnstown, built by Sir William, and containing his remains, was burnt in 1836.

The *Nose*, thirty miles from Schenectady, is another protuberance of St. Anthony, that like its namesake on the Hudson, before described, see p. 20, here interposes an obstruction from a high spur coming down from the north, or right hand, that required considerable *wrenching* or blasting, to admit of the railroad, and give sufficient right of way for the modern improvements.

Palatine Bridge, thirty-five miles from Schenectady, on the south side of the river is *Canajahorie* and the railroad to Catskill, seventy miles.

A corn-mill, constructed by the Indians, of a circular hole in the rock, into which was fitted a large stone to grind their corn, formerly existed here above the nose, and gave the name of Bread Creek to the small stream.

From Canajoharie to Cherry Valley are stages.

Three miles west of Palatine Bridge, we are near *Fort Plain*, and Sharon Sulphur Springs on the oppo-

site shore, where Capt. Butler, from his bloody visit to Cherry Valley, came and tomahawked the settlers at this remote frontier post.

Four miles west of Palatine Bridge, we cross the *East Canada Creek*, on the line between Montgomery and Herkimer Counties, (thirty-nine from Schenectady,) and in six miles arrive at *Little Falls*, (fifty seven miles from Schenectady, and twenty-one from Utica,) and in three miles pass Gen. Herkimer's grave on the south side of the river, near a brick house on a hill.

Fall Hill is five hundred and eighteen feet above the canal, and seven hundred and twelve above tide in the Hudson, and is a spur that puts off to the northwest from the Catskill range, and is of granite and limestone intermixed. Vale half a mile wide. A dam of fifty feet here would back the water to Oneida Lake. The cavities and water-worn rocks indicate a barrier formerly at this spot.

As we draw near to the opening in the mountains, or as we approach the *Little Falls*, the contour of the scene becomes more impressive; the hills on the opposing sides converge, restricting the river and the Erie Canal on the south, and the railroad and the old turnpike on the north to the narrowest possible limits, and bringing them all under the eye of the visiter. The excavations in the solid rock for the purposes of the railroad, almost equal those made for the canal, and claim our admiration and approval, both for the remarkable facilities allotted by nature in the formation of this celebrated *pass* or *GAP* on the Mohawk, (itself a prolonged deep valley or pass, extending exactly in the desired course for a hundred miles, thus admitting, side by side, a canal and road on the south side of the river, and the railroad and turnpike on the other, leaving, in fact, very little use for the river, except to yield its waters to fill the canal; thus exemplifying the reply of Brindley, the engineer, who, when asked his opinion as to the use of rivers, replied, "to feed navigable canals,") and also for the boldness and orig-

inality of the heads that conceived, and those that planned and executed, in an incredibly short period, the various massive and enduring works of art that are here concentrated, and brought into prominent relief before and around us.

The eight old locks and excavations, on a puny scale, of the "Western Inland Lock Navigation Company," made forty years since, to obviate the obstructions and render navigable the Mohawk River through to the Oneida Lake, are here seen amid the rocks and rapids, as a memorial of the earliest attempt made in this State to introduce canal navigation; but this did not remunerate the projectors well, and when the Erie Canal was effected, the State finally paid one hundred thousand dollars, to satisfy the claims of the stockholders in the old concern, (about one fifth part of their expenditures.) There are at this village one hundred and fifty houses, a church or two, a bank, and the whole has a substantial appearance.

The traveller on the railroad cannot do justice to the immense extent of the public works and expenditures here exhibited to him by the State of New-York, and by the Railroad Company, in merely giving a birds-eye view as he flies rapidly along, at the general and combined effect: for here are not only locks, canals, railroads, and other roads, but also viaducts, aqueducts, water-falls, race-ways, mills, machinery, and a noble stream urging its triumphant and foaming path over its rugged bed in the very midst, and giving vast life, vigour, and animation to the assemblage of objects, but the face of the hill, also, is full of the memorials of the changes that time and the elements have wrought out on the rocks in the lapse of ages, that to a geologist, or man of science, will be replete with interesting recollections.

For several miles the beetling and rocky precipices encroach very closely upon the scanty line of road, and barely admit of a joint use of the space for the three-fold purpose of the canal, river, and roads. The beau-

tiful *Aqueduct* that spans over the entire volume of the Mohawk, that is here compressed into its narrowest limits, rests on two arches of fifty, and one of seventy feet, and thus forms a navigable feeder for the canal, one hundred and seventy feet long, and a link between the north and south shore. It is also a leading feature in the picture, and the curious traveller that is not satisfied with a transient and hasty glance, can leave the car to explore around for a few hours in this highly interesting region, and proceed in the next train. Cross by the railing on the side of the aqueduct and descend on the stone bridge, and take a view of the central arch with the basin beneath, and the chutes that come pouring down, and then scramble up to the top of the mountain to catch a view of the Mohawk valley for twenty or thirty miles, and examine the *five locks*, and the foundations of the Canal, skirted by the deep and rapid river, and the huge rocks and mountain profiles.

The *long level* of *seventy miles* on the Erie Canal, without a lock, commences at number fifty-three, and extends on through Utica, Whitestown, Rome, Verona, Lenox, Sullivan, Manlius, Lodi, Salina, to *Syracuse*, Onondaga county. This comprised the easiest portion of the canal, and was the first finished in 1817.

There will be no more *mountain scenery* compared to this, for the traveller to behold, for several hundred miles west, unless he quits or diverges from the beaten track; but there may be equally gratifying or varied scenes.

The *Gulf Bridge* is a span of one arch of one hundred and sixty feet wide, and fifty above the stream, that occasionally discharges a very heavy body of water collected among the mountains and wild lands north of the Mohawk. In this vicinity much labour and expense was incurred by blasting rocks and forming embankments.

In the township of Herkimer we bid adieu to the rough and rocky features around the Little Falls, and

the road immediately enters upon a more sylvan scene, still adhering to the vicinity of the river, that is prettily skirted with dwarf trees and shrubs, and is seen meandering throughout for *seven miles* across the celebrated *German Flats*, a most fertile tract ; but during the war of 1756 between the English and French, the Canadians and savages invaded this peaceful vale, to kill, burn and destroy. The road then passes over *West Canada Creek* (Trenton Falls being a few miles north, see p. 64) by a good bridge, and in half a mile we are at *Herkimer*, the county town, sixty-four miles from Schenectady, and fourteen from Utica, in the midst of the rich flats. It has one hundred and fifty houses, and twelve hundred inhabitants, a court-house, a jail, and a neat church. The village is pleasant to the eye, and the buildings comfortable. There is an obstruction made across the West Canada Creek, that forms a cascade above the bridge, and a canal is cut to the Mohawk, for mills.

In five miles, the road crosses the Mohawk river to *Frankfort*, on the south side of the Mohawk, and continues for nine miles through a series of fine farming lands, that indicates our approach to an inland city, that soon looms up at a distance with prepossessing effect, and we find ourselves in the capacious Utica depôt buildings, having finished one of the most lovely rides possible, and a feast to the eye throughout, and passed in a rapid flight of four hours, along the most attractive parts of the State.

The Railroad to Syracuse,

leaving Utica, adheres to the vicinity of the monotonous level of the Erie Canal, &c., continues to Rome in Oneida county, fifteen miles, in a northwest course ; leaving here it recrosses the Canal, and then assumes a southwest direction through the same county, touching Verona Centre, and crossing the Oneida Creek into

Madison county and through the small hamlets of Canestota, Sullivan, and Chittenango; Fayetteville and Orville, in Onondaga county, ending in fifty-six miles at Syracuse; the route being through in some parts, a dense forest, and over morasses and swamps. It has been completed by the railroad corporation solely, without any aid from the Legislature, at an expenditure of about 900,000 dollars, and has proved a most productive investment; it was also accomplished by the contractors within the period allotted, about a year, and at less expense than was at first supposed it might absorb. Cram's pile-driving machine produced this result by its rapid and powerful operation; there not being also any very difficult or expensive portions, such as deep cuts, excavations, or embankments, or constructions of masonry. The line, after leaving Syracuse, is continued over the Skaneateles outlet, by up the valley of Nine Mile Creek, to Carmillus and Elbridge, and another corporation, twenty-seven miles to Auburn in Cayuga county, on the outlet of the Owasco Lake, for forty-eight miles westward, across the outlet of Cayuga Lake and the marshes, and to Waterloo on the Seneca outlet, thence to Geneva and Canandaigua. The next twenty-eight miles to Rochester, on the Genesee, being finished and in constant use by a throng of travellers.

From Rochester, thirty-two miles of railroad in a southwest direction, continues the line of travel on the Tonawanda Railroad Company's route to Batavia and Attica, thus causing a detour of considerable magnitude to the north, from a direct western course that might, with ease, have been attained from Canandaigua, via Bloomfield and Lima, to Avon; crossing the Genesee river to Caledonia, and continuing to Le Roy and Batavia. This fault must be obviated at a future and more propitious time.

UTICA contains about ten thousand inhabitants, and is a central point for turnpikes, railroads, and canals, that radiate from this in all directions: the Chenango Canal to the south, the Black River Canal to the north,

and the Erie Canal and the railroads to the east, northwest to Oswego, and west, and stages in every direction. Fort Schuyler, noted in the early history of this State, was on a site of a part of this city, near the river, and bridge, and the depôt, and was an important frontier post during the wars of 1756, and 1776-83. In 1784, after the peace, the first settlement commenced, and from 1789 to 1800 it went on prosperously, and has so continued to the present time. The internal improvements of this State, from their concentration hereabouts, must ever make this an important inland town, and eventually, perhaps, the seat of the Legislature.

The State Lunatic Asylum is 550 feet long, including wings; the width of the centre 46 feet, the rest 40; intended to receive 1000 patients.

The *Salmon River Falls* of one hundred and eight feet, in the township of Orwell, sixty-four miles northwest of Utica, may be visited by taking the stage route to Sackett's Harbour, and diverging at Redfield to the west, towards the spot. Parties of pleasure may descend by water down the river from Redfield, or by land by a decent road, being but six miles. The current is moderate for three or four miles, then two miles of rapids occur, when we arrive at the falls, where the river is two hundred and fifty feet wide at some seasons, with the banks of slate and granite, or gneiss, rising seventy-five feet *above* the falls on each side; the waters are received into a chasm about one hundred and twenty-five or more feet in depth, making the precipice in all two hundred feet, and at the foot of the cataract there is a deep pool of water replete with fish of the first quality, viz. salmon-trout, &c., forming a well known and capital reservoir to supply the gourmands and hotels to a great distance around, that send here to replenish their larders and stock of fresh-water dainties.

From Lake Ontario, the Salmon River is eight to ten rods in width for twenty miles above its mouth, and may be ascended in high and favourable stages of water, even to the foot of the falls; and as they are well wor-

thy of a visit, and have not hitherto been much known to the public, or minutely described, travellers will have another inducement to explore the hidden beauties of the recesses and waterfalls, and the geological formations of this extensive portion of the State, that yet retains much of its primitive wildness.

Trenton Falls,

fifteen miles from Utica in a northeast direction, on West Canada Creek, are too much in vogue to be omitted by the traveller in search of amusement, that has the least pretension to correct taste, and that follows in the footsteps of his predecessors in this fashionable route, though it involves the necessity of devoting at least ten or fifteen hours, and breaks off from the regular routine in going east or west, and abstracts so much from the time and the purse ; yet nevertheless, those that come or go thus far to see all that is actually worthy of notice, should by all means, in our opinion, make their pilgrimage to this shrine, by forming an agreeable party, hiring a conveyance, and leaving Utica early in the morning, should it be intended to return in the afternoon, and devote only one day. The famous trout dinners that are usually procured at the hotel near the falls, are also one of the enjoyments of the place. Though it may excite surprise in some, yet we are constrained to declare, that the sensations awakened in a lively and ardent imagination, and the unmingled gratification derived by the spectator when the glories of this exquisite spectacle break upon his view, will for a time absorb him in silent astonishment, and leave nothing more to wish for, so near is it to perfection. The traveller will at first be so overpowered by what he beholds, that it is pardonable if he should question if there can be on earth an exhibition of falling water equal or superior ; but when his gust of feeling is over, he may subsequently have reason to change or modify this

opinion as he travels farther and sees more, compares, and reflects, and discriminates, giving to all the due meed of praise, but even then, when he reverts to Trenton Falls in after life, the impression it first made upon his mind is strong and enduring, — perhaps unrivalled.

West Canada Creek is about sixty miles long, and rises in the wild tracts, and interlocks with the sources of Black River in the high and bleak regions north of the Mohawk River, and forms one of the principal tributaries of the latter, and occasionally vomits forth its sudden and dangerous floods and wears and tears its impetuous course among the limestone and slaty rocks, until, near Trenton, it enters upon a series of descents of near forty feet down a ravine that it has worked for five miles into every various form of twisted and distorted aspect, and at the bridge on the road above the Little Falls begins to be remarkable, but three miles below, and two east of Trenton village, it increases upon and absorbs the wonder of the traveller.

Following the path from the hotel or boarding-house, we arrive at the brink of a ravine, bordered by forest trees and evergreens of spruce, fir, hemlock, &c. The appearance of such a deep ravine in the general surface, that had not before been noticed in the approach, is the source of some surprise, and this is increased as we descend the stairway into the depths and gloom of the ravine, here, perhaps, one hundred and fifty or two hundred and fifty feet deep, and two hundred wide, and find ourselves upon a floor or foundation of solid rock, and with a very limited extent of blue sky, or the vault or arch of heaven above our heads. On glancing the eye around the walls of the immense chamber or enclosure that encompasses us, we admire the drapery that covers and ornaments the rocks, and the lichens of scarlet, green, and yellow, the trees that wave over the margin, or impend in threatening attitudes, held only by a slight adhesion of their roots, jutting from the loose soil above, or the shrubs and creeping ivies, trail-

ing down in graceful festoons from crevices high up and midway on the face of the precipice.

As we advance slowly up, we note the regular horizontal arrangement of the limestone that comprises the sides, and the clear and massive pavement-like regularity beneath our feet; the mechanical form and regularity of the circular or deep cistern-shaped pools or the square race-ways and channels, as though chiseled by the hand of art, and leading from reservoir to cascade in endless variety, and passing through with unceasing force and rapidity.

Contemplating in every aspect these wonders of the glen, we proceed to the falls in succession, beginning with

Sherman's Fall, thirty-five feet, named after John Sherman, the first occupant of the hotel, and one that was extensively known as a good lecturer to his visitors here on the numerous organic remains that are contained in the rock to a very remarkable extent, and that Mr. Sherman exhibited a profusion of in his museum, after giving a capital dinner to his hearers and customers. Mr. Sherman formed the path, and placed the chains for the security of visitors that have the courage and curiosity to place themselves in these trying, queer, and delicate positions for nervous persons.

The *High Falls*, one hundred and nine feet, divided into three different and splendid chutes, of thirty-seven, eleven, and forty-eight, besides the connecting chain of irregular descent or slope, in grand floods or overflows are all combined into one descending mass of pure snowy-white foam, but in a dreary season it finds its way over the rocks in separate channels.

The *Mill Dam Fall* has a uniform pitch of fourteen feet only, and is one hundred and eighty feet wide.

The *Cascades*, and intermediate chain of rapids, have a fall of eighteen feet, and are much more compressed by the jagged projections of the ravine.

The *Upper Fall* is about twenty feet, and is received into a capacious receptacle or reservoir, that is tapped

and let off by a wild ravine, the coup d'œil from the bridge, or on the west side of the river, is very pleasing, we then have arrived at the head of the ravine, and beyond this, we have in a distance of two miles of rapids, a descent of fifty or sixty feet. There are other falls at and below Conrad's Mills, that do not require specific notice.

When the writer visited these falls, the water was at that stage when there was evidently not the slightest danger to any prudent, careful person not disposed to incur needless risk ; and when the water is lower than common, there is still enough that will please and reward the visiter ; but during the excitement of an overwhelming freshet, no one would venture below the stairway.

From Utica an important route extends south, along the banks of the Chenango River and Canal, through Oneida, Madison, Chenango, and Broome counties, to Binghamton on the Susquehannah River, about ninety-two miles, and thence east to Catskill, and also south-east through Pennsylvania and New-York to Newburgh, and also west to Owego, Athens, Tioga Point, Chemung, Elmira, Painted Post, Bath, Batavia, Buffalo, or from Owego over the hills by a good road Wilkesbarre, or Valley of Wyoming, or through New-Jersey by way of Milford, or Delaware, Morristown and Newark, to New-York.

The ride along the Chenango Canal and the banks of the Susquehannah from its source in the Otsego Lake, southward to the Great Bend, and thence west for one undred and fifty miles, through Binghamton, Owego, Newtown, and near the line of the New-York and Erie Railroad, is capital, and also from Tioga Point down to Wyoming, Harrisburgh, and the coal mines.

Stage Route from Utica to the Falls of Niagara.

(Until the enlargement of the Erie Canal to seventy feet width and six feet depth, to admit of the use of steamboats,

or until a continuous line of railroad is effected from Auburn to Rochester and Buffalo.)

New Hartford, four miles; Manchester, five; Vernon, eight; Oneida Castle, five; Lenox and Canostota, three; Quality Hill, three; Chitteningo, five; (two routes from hence to Auburn and Cayuga Lake; the right hand, or northern, near the canal, through Syracuse, Geddes, Milan, Camillus, Elbridge, Brutus, Troopsville, forty miles,) the other as follows: to Manlius, seven; Jamesville, six; Onondaga Hollow and Creek, four; Onondaga on the hill, two; (Syracuse, and the salt works, and Onondaga Lake in sight down in the valley below, with the canal leading north to Oswego on Lake Ontario;) Marcellus, eight; (falls two miles north, of sixty-five feet;) and Skaneateles, six; (branch railroad of four and a half miles to the north to Auburn and Syracuse railroad;) Auburn, seven; Cayuga, seven; Seneca Falls, four; Waterloo, four; Geneva, seven; (Canandaigua, fifteen; to Rochester, twenty-seven miles;) East Bloomfield, nine; West Bloomfield, five; Lima, four; Avon, five; Sulphur Springs, nine; Potosi, two. Cross Genesee River to Caledonia Large Spring, eight; Le Roy, six; Bavavia, ten; Pembroke, fourteen; Clarence, eight; Williams-ville, eight; Buffalo, ten.

The ride from *Utica* to *New-Hartford*, by the Sedaghtqua Creek, and line of Chenango Canal, is delightful, and indicates at the last place a wealthy, happy people, with their handsome, comfortable mansions, fine farms, gardens, one hundred and sixty buildings, three churches, and several mills. At a distance of three miles, observe the edifices of *Hamilton College* on the hill one mile and a half from the village of Clinton. The annual commencement is on the second Wednesday in August. There are three colleges, and a church of stone. A president, professors of Ethics and Political Economy, Natural Philosophy and Chemistry, Languages, Mathematics and Astronomy, one tutor, one hundred and fifteen students. The late W. H. Maynard gave it twenty

thousand dollars, and S. Dexter fifteen thousand dollars.

The *Clinton Liberal Institute*, in the village of that name, consists of a farm for such as desire to pay a portion of the expenses of education by manual labour. There are two college buildings, one of stone, ninety-six by fifty-two feet, and five stories high, with forty-four rooms for study, a lecture-room, and others for the professors. No sectarian or theological instruction admitted.

Baptist Hamilton Literary and Theological Institution, a stone house, one hundred by sixty feet, four stories, has sixty-eight chambers, a lecture-room, library, and chapel, a boarding-house, a shop for work, a farm of one hundred and thirty acres. Four years is the regular course, two for theological; one hundred and eighty students; tuition sixteen dollars a year; board, washing, and lodging, one dollar a week.

The same appearance of exuberance and fertility continues to Manchester, on the Oriskana Creek, a manufacturing village, and also to Vernon, with its churches, mills, and glass factory. The *Oneida Castle and Creek* is on the old Indian reservation of the Oneida and Tuscarora Indians, that but recently removed from this to Green Bay, or rather to Winnebago Lake in Wisconsin. *Lenox* has one store two taverns, thirty houses, one Presbyterian Church. *Canostota* has four churches, four taverns, four stores, and several groceries and forwarding houses, one high school, and one hundred and thirty neat dwellings, and is seen a few rods north of the road on the canal and Canaseraga Creek.

Chittenango Creek and village, a branch canal of one mile and a half leads to the Erie Canal, and a small settlement, basin, dry-dock, and boat-yard. The village contains one hundred and fifty houses, a large Dutch Reformed Church of stone, and academy of the same sect, and one Presbyterian and one Methodist church three taverns, stores, &c. It is on the outlet of *Caze*

novia Lake, from whence there is a descent of seven hundred and forty feet, including one pitch of one hundred and thirty-four feet, giving great water-power for eight or ten miles. Two mineral springs in the vale one mile above, of sulphur and magnesia; hill on the east of calciferous slate, with springs holding carbonate of lime, and forming petrifications in abundance for cabinets.

Lake *Cazenovia*, or Hawgeno, or Canaleraga, or Linklaen, is four miles long and one broad, and is a beautiful expanse, environed by a gentle waving country.

The town of *Cazenovia* is placed at the *outlet* of the lake, and has three hundred houses, neat, substantial, of limestone or brick, a bank, a land office, a ladies' seminary, and one for Methodists large brick buildings for one hundred and twenty-five boarders, and having two hundred and fifty pupils, male and female, a Presbyterian, a Congregational, a Baptist and a Methodist church, five mills, two wollen factories, a wireloom, three hotels, two drug, one book, and ten dry-good stores, ashery, tannery, six groceries. Colonel Linklaen begun this town in 1795, and it is a charming spot, and lands around it are forty to fifty dollars the acre. Cannot the traveller step aside for an hour or two, and examine this pretty lake and town?

Manlius, in *Onondaga County*, on the east of Limestone Creek, at the junction of several roads, is ten miles south-east of Syracuse, and forty west of Utica; has three churches, one hundred and fifty houses, two taverns, six stores, one cotton factory, and several mills. One mile south of the village, and on both branches, are falls, one of a hundred, and one of fifty feet; also a sulphur spring with petrifying qualities.

Green Pond is one and a half miles long by three-quarters wide, and is sunk two hundred feet below the level of the rocky shores, and is two hundred feet deep. The surface is a mirror of deep green. It is in the town of Jamesville, six miles from Manlius.

Onondaga Hollow and Valley is remarkable for being the chief seat of the power of this tribe, one of the confederation of the five nations that ruled this State. The *Onondaga Creek* is a lively stream that runs from south to north for ten miles, through a broad rich valley of the deepest soil of vegetable mould, and enters the Onondaga Lake at its south-east corner near Salina. The old *castle* or council-house, the ancient seat of Indian power, and the reservation and town recently held by them, was three miles south of the road, in fifty log houses on a long street, and perchance some of the remnant of the tribe may yet be seen lingering about in the neighbourhood, or at Syracuse. The Indian name for the whole confederacy was *Aganuschioni*, or United People, and by the French, Iroquois, and consisted of the Mohawks, Onondagas, Cayugas, Senecas, Tuscaroras; these sold out to the State of New-York, for two thousand dollars annually, their claim to a large portion of the central and western part of this State. Some reside on Grand River in Canada, others at Buffalo, and some are gone farther west. The village settlement in the hollow has two churches, two mills, an academy, one store, three taverns, and sixty houses. The vicinity of Syracuse, only four miles, and the great canal, have drawn off the business. There is also a *South Onondaga* ten miles from Syracuse, that has a church, a store, tavern, and a few houses. There is also

Onondaga West Hill, on the hill that looks abroad very extensively over hill and valley, lake and city. Here is a Presbyterian and Episcopal church, the old court-house, prison, fire-proof clerk's office, two taverns, four stores, and fifty dwellings, and some old respectable residents, or early settlers. For a description of Syracuse, (and of the salt works,) Salina, Liverpool, Geddes, and of the lake, see canal.

Marcellus, on Nine Mile Creek, the outlet of the Otisco Lake a few miles south, and that is four miles long and one wide, and runs into the Onondaga Lake,

has a church, and seventy-five or one hundred houses. There is an abundance of fine blue lime stone of good quality, and of the water lime or cement, mills, factories, &c., and two miles north, falls of seventy feet.

Skaneateles,

at the outlet of the lake, is the second of those attractive lake cities (Cazenovia being the first) that we encounter in travelling this great western thoroughfare. It contains four churches, an academy, and five grist-mills that can make forty thousand barrels of flour annually, also four saw, four carding and cloth-dressing mills, two woollen factories, two furnaces and foundries, two machine-shops, four tanneries, two carriage factories, two taverns, eight stores, three hundred houses and two thousand one hundred and fifty inhabitants. The site of the village is unsurpassed in its complete command of the lake, that is as transparent as air; its banks romantic, picturesque, and rises into eminences of several hundred feet at its southern termination; it abounds with trout in its deep cool waters, that reflect like a mirror, the hills and slopes, woods, meadows, and pure white farm houses. Petrifications also abound here; on the east, and on a level with the water, are organic remains of the cornu ammonis imbedded in slate. Three miles north of the outlet, the creek sinks into the rocks below the falls of seventy feet, and is lost for some distance, but this is often the case in Florida, and in limestone countries. The Indian name of this lake, as preserved, means LONG; it is fed by springs, and is fifteen miles long by one half to one and a half wide.

Auburn,

is the third of the series of elegant lake cities; contains eight hundred and fifty houses, and five thousand five

hundred and fifty-five inhabitants, a Theological Seminary, eight churches, twenty-seven schools, two banks, capital four hundred and fifty thousand dollars, courthouse, jail, clerk's office, sixty-two stores of all kinds, and factories of tools, clocks, candles, combs, cabinet ware, saddles and harness, looking glasses, leather and morocco, boots and shoes, hats, tobacco, bellows, burr-mill-stones, coverlets, carpets, cotton-cards, threshing machines, tea-kettles, japanned ware, steam-engines, carriages. There are three bookstores and binderies, five merchant tailors, eight blacksmiths, three distilleries, one brewery, three furnaces, four flour mills, one marble-yard, two livery stables, two wool carding and clothiers, one dentist, two portrait painters, six milliners, five dress makers.

Auburn is two and a half miles from the lake, but on the outlet that has ample water-power. The streets are wide, paved or macademized, and there are handsome ranges of stone and brick stores, and in the retired parts some tasteful dwellings and embellished grounds. The public buildings built in 1836-7-8 are honourable to the inhabitants, and its domes, colonnades, &c., place it far ahead of many other western towns. Its hotels are good.

The celebrated STATE-PRISON may be seen on buying a ticket of the keeper, and the best time is early in the morning, when they are brought out of their cells and arranged in squads, close as they can squeeze, in Indian file, stepping off and stamping hard with a simultaneous lock-step, eyes to their overseer, head erect, each bearing his pail on one of his folded arms in perfect silence, entering their various shops, and kept at constant labour during the regular hours, till four o'clock P. M. when the muffled bell is struck, all labour is suspended, and the convicts, eight or nine hundred, return in the same manner to their cells, and are separately locked up for the night. The most minute precision is required in all their movements. The walls that form the inclosure are thirty-five feet high, four thick, and

two thousand feet in extent, or five hundred feet each front. The interior yard has ample reservoirs of water, and a range of work-shops of brick, lighted in the sides and roof. The cost was over three hundred thousand dollars, not including the convict labour. The Owasco Creek flows alongside the prison walls on the south.

It is seven miles to the Erie Canal at Weed's Basin, and stages ply constantly to and fro, and twenty-six miles by the railroad to Syracuse, there are great quantities of gypsum, or plaster of Paris, quarried on this route, and abundance of the best limestone.

Aurelius, four miles west of Auburn, has two taverns, two stores, and twenty houses. *Cayuga*, three miles further, at the foot of the Cayuga Lake, has a church, high school, three taverns, four stores, and forty houses. The longest bridge in the State, it being one mile and eight rods, here extends over and across the lake, and gives the traveller in passing, a satisfactory view of the lake, and its highly beautiful and cultivated shores, far as the eye can reach. A steamer runs to and from Ithica daily, from the bridge, to meet canal-boats at certain hours. (Travellers intending to go to Ithica or Owego should, at Utica or Syracuse, or at Auburn, where they agree to take the stage, only pay the fare to the Cayuga bridge, and take the steamboat for Ithica, and arrive at the head of the lake, thirty-six miles, in three or four hours.) Just before his arrival there he will notice on the east shore a foaming cascade come pouring down the ledge of the slate-rock.

A car starts on the railroad for Owego soon after the boat arrives at Ithica, and travelling but slowly, gets in about seven or eight o'clock; twenty-nine and a half miles; the most defective route in the State. Good hotels are at Ithica, and fine views in the environs, especially on the summit of the hill overlooking the town, and lake, and shores, with its parti-coloured squares of farms and woods. The effect of the distant aerial perspective is grand.

A stage leaves Ithica early the next morning for Bath,

twenty-two miles, at the head of the Seneca Lake, and arrives in time for the steamboat that goes down for Geneva, unless the tourist inclines to remain at Bath, to breathe a few hours and look around.

Ithica

is our fourth city of the lakes. In front, and between it and the head of the lake, are three thousand acres of alluvial flats, from which the hills ascend on three sides, amphitheatrically, five hundred feet, with truly magnificent effect, and the picturesque character of the environs is improved and made eminently attractive by the Fall Creek, the Cascadilla, and Six-mile Creeks, that find their way over the hills, and pay tribute to the Cayuga. Fall Creek rises in Lock Pond, Summer Hill, Cayuga County, fourteen hundred feet above tide, and flows south and south-west thirty miles, and falls near Ithica within one mile, four hundred and thirty-eight feet over rocks of dark gray wacke slate; this is best seen from the bridge or steamboat. The last fall is one hundred and sixteen feet, down a steep succession of narrow ledges of rock or stairway to the lake level. The rocks each side above the falls, rise one hundred and ten feet, and enclose a pool for the mills below, that is drawn off or tapped, by a tunnel through the rock, thirteen feet high, twelve broad, and two hundred long, and is made to be used five or six times with a twenty feet head of water. The Cascadilla leaps down a gigantic stairway one hundred feet, and Five-mile Creek is still more surprising.

There are five churches, a court-house and prison, clerk's office, thirteen mills, four factories, thirteen taverns, twenty-eight general stores, many groceries, druggists stores, four printing offices, two book-stores, one bank, capital two hundred thousand dollars, and one of two hundred and fifty thousand dollars, eight hundred dwellings, and four thousand inhabitants.

Bridgeport, at the west end of Cayuga bridge, contains a store, two taverns, and thirty dwellings.

Seneca Falls

is three miles west of the Cayuga Lake and Bridge, on the Seneca River, the outlet of the Seneca Lake, and where there is within twelve hundred yards, a heavy water-power of forty-seven feet over four dams. In seven flour mills are twenty-four runs of stones that make eighty five thousand barrels of flour. Of other mills, are one for paper, six saw, four plaster, three clove, and two oil, one clothing works, one clock and one cotton factory, dyeing and bleaching, one furnace, three sash and window-blind factories, one tannery, one distillery, one machine shop, four taverns, six lawyers, five physicians, twenty stores, five hundred dwellings, and three thousand five hundred inhabitants; five churches, a newspaper and printing office, an academy. In 1827, only two hundred and sixty-five inhabitants. Land sells fifty to seventy dollars the acre. The water power can drive two hundred thousand spindles. At *Chamberlain's Mills*, two miles from the above town, and one from Waterloo, is a flouring and plaster mill, and fifteen houses. The lively aspect of the town of Seneca Falls strikes the stranger most favourably, and denotes that from its water power and manufacturing propensities here it is destined to be a flourishing vicinity, a wealthy and comfortable population.

Waterloo,

four miles from Seneca, is also on the river or outlet of Seneca Lake, and has three grist, two oil, two saw-mills, two distilleries, one furnace for castings, two tanneries, three clothiers, pail, tub, churn, and wooden bowl factory, one ashery, one boat-yard, one newspaper, two large hotels, three taverns, twelve dry goods, and one hardware store, court-house, jail, six lawyers,

five physicians, three hundred and fifty houses, three churches, two thousand inhabitants. This is also an active, bustling place. Seven miles to the west, we arrive at

Geneva,

following the northern shore, and crossing the outlet or drain of the lake, where there is a strong current issuing out of clear, green, pure water.

The land between the Cayuga and Seneca Lakes rises into very lofty hills, and is capital soil for wheat, but liable to drought. From the roads skirting each lake, and surmounting the hills, are a series of splendid views. There are eight churches. The Geneva College is under the regents of the University of the State of New-York, and has a President, a Professor of Mathematics and Natural Philosophy, of the French, German, and Spanish, of Chemistry and Mineralogy, and application to Agriculture and Arts, of Engineering and Statistics, besides two tutors. There is a Medical department, with Professors of Chemistry, Anatomy, and Physiology, of Instruction and Practice of Medicine, of Surgery, of Obstetrics and Materia Medica, and of Medical Jurisprudence and Botany. Not confined to classics. Students fifty-three. Buildings of stone.

Geneva, our fifth lake city, is situated at the north-west corner of Seneca Lake, on a fine slope, giving the inhabitants a noble view of the lake, and those residing on the east side of the street have terraced gardens down to the lake, that have an admirable effect. The rest of the town is on a summit one hundred and twenty feet above the lake, giving a view to all, as it rises in gradations, and covered with neat villas and seats, court-yards, gardens, &c. The compact part is on lower ground. Families enjoying wealth and leisure, find this a desirable residence. A steamboat leaves this place daily, at 7 o'clock, A. M., for the south or head

of the lake, for Jeffersonville, and is back at night. During the lake trip, observe on the east shore, the town of Ovid on the height of land, eighteen miles, and the capital farms occupying the hills far as the eye can reach; and opposite is Dresden, where the waters of the crooked lake come in from the west, and where that female humbug, Jemima Wilkinson, had her farm and her followers, as all fanatics in this country can readily procure Mormons and Matthias, &c. Long, or Elephant Point, is four miles south. In six miles south is Jemima's *walk in or on the water* place of exhibition, and in six miles south is Starkie's Point, with deep water close in shore, and in four miles more, a fall of one hundred and thirty-six feet, and in a ravine still farther, is a fall of one hundred and fifty feet in the town of Hector, three miles from Jeffersonville. The lake is *ice-proof*, or so deep, (553 feet,) that it *never freezes*, but steams it profusely in cold weather.

From Geneva is a branch canal of fifteen miles to the Erie Canal. Wheat, barley, wool, whiskey, beef and pork, pearl and potashes, butter, flour, lumber, glass, and grass seed, are bought up here for eastern markets. Eight miles west of Geneva is Flint Creek, running north into the Canandaigua outlet at Vienna, eight miles north; and in seven miles from Flint Creek, is

Canandaigua,

our sixth lake city, contains three thousand inhabitants, and five hundred dwellings, some of them not exceeded in style or good taste in architecture by any city or place whatever. The great charm and most attractive feature in this suburban villa, is the embowered and rural aspect, the neatness of the front yards, and of the ample gardens, pleasure grounds, walks, shrubberies, shaded and paved streets and side-walks, and all those agreeables denoting comfort, good society, and wealth. It is on two long parallel streets, north and south, and others at right

angles. Has four churches, an academy for males, and one for females ; the former edifice is eighty by forty, three stories high ; expense of tuition, board, &c. one hundred dollars per annum. School teachers are educated and taught. The Ontario bank with a capital of two hundred and fifty thousand dollars, a branch of the Utica bank with one hundred and fifty thousand dollars, eight public houses, including two large hotels, Blossom's and Pitt's. There is a fine view of the lake from all parts of the town. The lake is fourteen miles long, and one and a half to two broad ; has a steamboat that trips it daily for the accommodation of the public and of strangers. The *Burning Springs* are on each side of the lake, three miles off, and in Bristol, eight miles southeast from Canandaigua, and also one to two miles southwest of Rushville, in a long valley, and in winter they form openings in the snow, and the fire being applied, the novel sight of a flame rising out of the snow is witnessed, and in very cold weather, tubes of ice are formed around these currents of gas to the height of two or three feet, the gas issuing from their tops, and when lighted, more brilliant than the former.

Rochester,

twenty-seven miles from Canandaigua, in a northwest direction, can be visited by stage and the railroad* taken

* *Tonnawanta Railroad* was constructed in the following cheap and simple manner: "Large posts of twenty-four or thirty inches in diameter were placed on each side of the track opposite to each other, and to enter the earth firm and hard, to sustain the side timbers of the track, and squared at the top. Each set of posts ten feet apart. Upon the top of these posts were laid transversely, sticks of timber twelve or fifteen inches in diameter, mortised on the upper side near each end, to receive the longitudinal timbers, that, being from sixteen to twenty inches in diameter, hewed only on the upper side, and intended for the support of each of the rails, were let into the mortises of the transverse timbers, and supported by them at the posts. This, where embankments were made, gives a very substantial frame-work of the proper grade. On the top of the longitudinal timbers, wooden ribbons, as a substitute for iron rails, were laid. Railroad cars were pro-

for thirty-two miles thence to Batavia ; or the traveller can take the canal to Lockport, and see the wonders there, the huge double locks, the grand natural basin, and the deep rock excavation of several miles, and by railroad thence to Niagara Falls, or continue on by canal through the entire route once, and take some other method in returning. Whichever way may be adopted, we shall perfect our stage route, however, west of Canandaigua, and after crossing two small streams running north, in nine miles we arrive at *East Bloomfield*, with its two churches, two taverns, two stores, thirty houses, one tannery, situated on high and commanding ground, and having the most celebrated farms and choice wheat lands. Five miles beyond, we reach *West Bloomfield*, and in a mile we cross the *Honeoye* Creek, the combined outlet of three small lakes at eight or ten miles south, that runs into the Genesee River, and in four miles we arrive at *Lima* ; the whole distance from East Bloomfield being through farms in first-rate order, fence, and keeping. To *East Avon* five, and the Post Office two miles more from Lima, passing the notoriously rich valley of the *Genesee Flats*, and ten miles south, the *Wadsworth Farm* at Geneseo, and Mount Morris, (for the falls of Genesee, also for the line of the canal extending from Rochester south, up the Genesee Valley, see index.)

The two *Avon Springs* rise within an eighth of a mile from each other, about a mile south of the village.

cured to carry earth, with four boxes each, turning on hinges, to drop the earth between and over the sides of the rails. These cars were loaded at places of excavation, moved by horse-power on the track to make embankments. The same frame-work was used and put down where excavations were made. When the road was finally prepared for operations, pine scantling, three by four inches, were laid on the longitudinal timbers, and *iron plate rail* on the scantling, and all securely fastened by heavy spikes seven inches long." In a country like this, abounding in timber, this is the most economical, but not durable. This *whole timber* work, except the scantling, is *covered with earth* to prevent decay, and the frame-work and earth add mutual support and strength. This does well, and if cars run off the track, they are received on the ground, and not on cross timbers.

It is useful for its sulphureous qualities. Here are three boarding-houses, much resorted to by the country people; a remarkable pond enclosing Indian works, and a root that is peculiar to the flats here, of gigantic size, may be worth inquiring for.

After crossing the Genesee River on a substantial bridge, the road varies its course to the northwest, and in eight miles we arrive at the *Big Spring* at *Caledonia*, that must be seen as it is near at hand, and is quite an anomaly in its way, bursting out a full grown mill-race. This is probably the lost water from Allen's Creek at the high falls in Le Roy, seven miles west, and they rejoin that stream in two or three miles north in WHEATLAND. A stage runs from this to Rochester, twenty miles northeast. Here are two Presbyterian churches, four taverns, four stores, one flouring and one saw mill, one brewery, and sixty houses.

Le Roy,

on an eminence on Allen's Creek, is our next agreeable looking settlement in six miles from the Big Spring, and here are the falls that supply it through apertures in the lime-stone rock that prevails in this region. Here are four churches, two large mills, each with four runs of stones, and making forty thousand barrels of flour per annum, one oil and one plaster mill, a furnace for castings, a tannery, a machine factory, fifteen stores, three taverns, four lawyers, five doctors, fifteen hundred inhabitants, two hundred and fifty houses of stone, with gardens and grounds on a liberal scale, and very pleasing to the stranger. The land office for the triangular tract is here. The fall here in Allen's Creek is eighteen feet, and in one mile, twenty-seven feet more, and in two miles is one of eighty feet. The Creek at Le Roy has a stone bridge of three arches. Beyond this creek we enter on the great plain of the west, throwing off streams on all sides. Look for more petrifications on the bed of the creek six hundred feet north of the bridge.

Batavia,

ten miles from Le Roy, is situated on the *Tonnewanta Creek*; and is the first stream that we have thus far encountered that pays its tribute to the Niagara *above* the Falls. The stream pursues a course from east to west, on an elevated rocky plateau, about four hundred feet higher than Lake Ontario, and seventy or eighty above Lake Erie. The highest terrace in the southern part of Genesee county is eight hundred feet above Lake Ontario, consequently rises four hundred feet in thirty-five miles, less than twelve feet to the mile, and not perceptible to the eye, being almost a dead level, and having barely descent to drain the country. The elevation is by ridges, as is seen by the streams cutting through the rock to the north. From this elevated plateau the drain to the west is to Lake Erie; on the east to the Genesee River, and on the south to Cattaraugus Creek. The Tonnawanta has a meandering course of forty miles in a valley two to four miles wide.

Here are three churches, a land office, a bank, capital one hundred thousand dollars, a flouring mill with four runs of stones, three large brick hotels and five taverns, and one thousand six hundred and fifty inhabitants. Lands within three miles of the village sell from twenty to forty dollars the acre. A railroad of thirty-two miles, called the Tonnawanta, extends to Rochester, and others to Buffalo and Lockport will soon be finished. Here are many neat residences of the wealthy land-owners of the vicinity. *East Pembroke* post-office is six miles west from Batavia. *West Pembroke* post-office is at Richville, eight miles farther. *Clarence Hollow*, or *Kensent Grove*, has a church, forty houses, one ashery, one grist and saw-mill, one distillery, one tannery, two taverns, five stores, three groceries. *Williamsville*, ten miles north-east of Buffalo, has a Catholic Church, a grist, saw, and water lime mill, and a quarry of the same, fifty houses, four groceries, one dry goods, two taverns, one tannery.

Buffalo,

the queen of the lake cities, is admirably situated at the outlet of Lake Erie, and at the head of the Niagara river, and at the western extremity of the Grand Erie Canal. There is a railroad of eighteen miles leading to Niagara Falls, and a series of railroads to Batavia, Rochester, and from Auburn to Syracuse, Utica, Schenectady, Albany. From the terrace the land rises by a very gentle acclivity for two miles to a level plain, presenting a wide and enchanting view of the lake, the Niagara River, the canal, and its branches, the city and the Canada shore. The streets are broad, and intersect usually at right angles. There are three public squares, a bank, and some airy wide streets, with neat villas, court-yards and gardens, a lyceum and library. The Erie Canal is continued along the entire lake in front of the city to Little Buffalo Creek, with frequent lateral cuts and basins, bringing all the lower part of the city in reach of the canal facilities.

A mole or pier of wood and stone of fifteen hundred feet long, extends from the south side of the creek, out into the lake, so as to form a partial break-water, to protect boats and shipping from the violent gales that are felt, though still-water is made for a mile on the creek, and a ship canal eighty feet wide, and thirteen deep, and seven hundred yards long, is also now made. A light-house on the head of the pier, of dressed yellowish lime-stone, forty-six feet high and twenty in diameter at the base; is a durable structure, and ornamental to the city. The cost of the pier, &c. was about one hundred thousand dollars, seven-eighths being paid by the United States.

Buffalo is the port of entry for the *Niagara District*, including Silver Creek, Dunkirk, and Portland, and all above the Falls. It is the depôt of the trade for the upper lakes, Michigan, Wisconsin, Iowa, and part of Illinois, Indiana, and Ohio, including a *lake coast* of 5,719 miles.

The city has twenty-five thousand inhabitants, three thousand houses, one hundred and fifty-two streets, fifteen churches, two seminaries, many district and select schools, two theatres, a court-house, jail, two hundred stores, three banks, aggregate capital one million, many hotels and taverns, six newspapers, and a great variety of manufactories. It is divided into five wards, and has a mayor and common council that are elected annually. Its streets are paved, regular, and laid out in reference to the natural slopes : a portion of it that was formerly low and marshy near the creek and lake is liable to be submerged during violent storms.

The buildings are in general decent, some are splendid, and the stores recently erected are four and five stories high. Nearly two-thirds of the merchandise received at Buffalo goes no farther, being for the use of the city and vicinity. Sixty mails arrive and depart weekly. Postage in 1835, twenty thousand eight hundred and eighty-one dollars. The amount invested by her citizens in steamboats, and lake vessels, canal boats, &c. about one million ; advances on freight and produce passing east and west, two millions ; manufactures yearly, two millions ; and sales in addition, one million seven hundred and forty-eight thousand seven hundred dollars ; expended in building in a year, one million one hundred and thirty thousand dollars ; arrivals and departure of vessels in 1835, in two hundred and ten days, was seven hundred and twenty steamboats each way ; other vessels, nine hundred and twenty each way ; canal clearances, five thousand one hundred and twenty-six ; tolls received, one hundred and five thousand six hundred and sixty-three dollars. The University of Western New-York is here established on a liberal foundation, by endowments or donations to the amount of two hundred and fifty thousand dollars. The terrible revulsion and derangement of the currency in 1837 prostrated for a time the energies and growth of this place.

The town was originally laid out in 1801 by the Holland Land Company, on the hill or terrace, fifty feet

above the lake, and in part on the low ground or marsh towards the lake and creek. The draining of the marsh has rendered it fit for building, and it is now the business part of the city.

The Lake Erie boats leave at regular intervals in the morning and at night. Boats are despatched to the Upper Lakes as often as the case requires. At each port sufficient time is allowed to take in freight and provide every luxury for passengers. The prices are, to Cleaveland, in the cabin, five dollars; steerage, two dollars and fifty cents. Detroit, six dollars; steerage, three dollars.

The prices of freight charged :

From Buffalo to Chicago, Light, per 100 lbs.	87½	cents.
“ “ “ Heavy, “	62½	“
“ “ “ Barrel bulk,	\$1 50	“
“ “ Silver Creek, Dunkirk, and		
Barcelona,	25 a 35	“
“ “ Erie, Grand River, and		
Cleaveland,	27 a 50	“
“ “ Ports above Cleveland, to		
Detroit,	30 a 46	“

During one week twenty-seven steamers and thirty-eight brigs and schooners entered the harbour of Buffalo, bringing forty-four thousand two hundred and seventy-four bushels wheat; fifteen thousand nine hundred and eight barrels flour; one thousand four hundred and twenty-five barrels pork; two thousand six hundred and fifteen bushels corn; two hundred and fifty casks ashes; seven hundred and nineteen hides; fifty-seven bales of buffalo robes and deer skins — besides immense quantities of fish, glass, brooms, staves, &c. The business of the canal is great; frequently thirty boats arrive in one day, and sixty are cleared from the collector's office for the east — all well loaded.

The *Seneca Reservation* has nine hundred Indians, including some Onondagas and Cayugas, is from three to four miles southeast of Buffalo, and is eighteen miles by seven on Buffalo Creek and its branches, and amounts

to forty-nine thousand acres fertile, and reaching near the city bounds. North of the reserve, the average price of improved farms is twenty-five dollars, and south, twenty dollars the acre. Within five miles from the city, they are from one hundred to three hundred dollars per acre, caused by the Indian lands not coming into market, and by the vicinity of the lake restricting the lands in that direction.

Limestone lies in deep horizontal stratified masses on the banks of the Niagara, between Buffalo and Black Rock. Bird Island, opposite Black Rock, is a naked rock frequently under water. Squaw Island, at the foot of the Black Rock rapids, contains one hundred and thirty-one acres. Strawberry Island, one hundred acres. Beaver Island, thirty acres. Rattlesnake Island, forty-eight acres. Tonnawanta Island, sixty-nine acres. Cayuga Island, Buckhorn Island, *Goat* or *Iris* Island, seventy-five acres.

Grand Island (Owanungah) begins five miles from the lake, and measures around its edge twelve, and in width three to six miles, and ends three from the Falls; contains seventeen thousand three hundred and eighty-four acres covered with oak of the first quality for ship building. A company from Boston now own it, and have a village called *White Haven*, of fifty families and two hundred workmen, opposite the mouth of Tonnawanta Creek, and a steam, grist and saw mill, one hundred and fifty feet square, and room for fifteen gangs of saws; many workshops, a school, and church; a long wharf and timber dock. Frames of ships are selected and sent to the sea-board, employing fifty canal-boats and several sloops. The steamboats from Buffalo touch here to Chippewa and the Falls; and the ferry over this branch of the Niagara is one hundred rods wide. The island is alluvial, and is a bed of blue clay forty-seven feet deep, far as penetrated, in which are found water-worn stones, but no water; that from the river being used.

Black Rock is three miles north of Buffalo, opposite

Waterloo and Fort Erie, in Canada. The river is three quarters of a mile wide, and runs with a current of six miles an hour, and is twenty feet deep. Ferriage twenty-five cents. The water is of a sea-green colour, pure, clear, and sprightly, almost sparkling; from Black Rock to the Falls the banks are eight to ten feet above the river, and a plain extends on all sides, the river is not much below the level of the bank between Grand Island and the main, or at the Tonawanta. The *harbour of Black Rock* is four thousand five hundred and sixty-five yards long from south to north, and from eighty-eight to two hundred and twenty yards broad, or one hundred and thirty-six acres of surface. It begins in the lake at Bird Island and is continued by a mole of double wooden cribs filled in with stone, eighteen feet wide, and two thousand nine hundred and fifteen yards to Squaw Island, raised from one to four feet above the surface of the river, rising gradually towards the north, and is continued across the Island one thousand four hundred and thirty yards, to a dam one hundred and sixty-five yards long, that connects the island with the main, and raises the water in the harbour four and a half feet to the lake level, and has a lock to pass vessels out and in. The depth of water in the harbour, fifteen feet; the medial distance from the shore to Squaw Island is forty, and the mole uniting the islands, sixteen rods. The harbour forms part of the canal that leaves it opposite Bird Island, and passes into Buffalo. From the head of the water at the dam, four and a half feet, great water-power is available, and here are four flouring mills with twenty-five runs of stones, one grist mill, two saw, a stave, carding, and fulling mill, one iron foundery, and steam engine manufactory, a distillery, and grinding mill, a saw and shingle mill, and the unemployed power here is enough to drive one hundred mills. There are five stores, five taverns, and three hundred and fifty dwellings, and two thousand one hundred inhabitants. A team ferry-boat plies across to Waterloo.

Fort Schlosser was a stockade erected by the British in the war of 1756-9, on the east bank of the Niagara River, at the mouth of Gill Creek, one mile and a half above the Niagara Falls village, and just above the commencement of the rapids. This is the upper-landing place for the portage around the Falls, to Lewiston at the foot of the mountain ridge, seven miles at the lower landing in Niagara River. The ridge itself is three hundred and fifty or sixty feet above the river, and twenty-five feet higher than the land at Schlosser, and is the highest land between the Tonawanta and Ontario. The fort was surrendered to the United States by the British in 1796. It has recently become notorious for the capture and destruction of the steamboat *Caroline*, (that was moored at this wharf,) by a detachment of British soldiers and seamen from Chippewa, that cut her loose, after killing those that resisted, towed her out in the current, when she was sucked into the rapids, and went over the falls.

Navy Island contains three hundred acres, is of a shape nearly triangular, and is the first island between the grand rapids and Grand Island, and being nearest to the Canadian shore, and west of the main channel of the Niagara, it is attached to Upper Canada, the boundary line between the United States and Canada being in the middle of the main channel from lake to lake. The recent military occupation of this island in the winter and spring of 1838, for a short period during the disturbances in Canada and along the frontier of the United States, by a lawless band of outlaws and desperadoes, has given this small island more celebrity or notoriety than it deserves from its fearful position a few hundred yards above the grand cataract. Below this, and to Goat Island, and from Chippewa over to Schlosser, a distance of two and a half miles, any boat venturing impiously to intrude upon the green and glassy surface of the alluring stream, will be drawn into the rapids, and swept down to inevitable destruction.

Above the *Rapids*, the *two branches* of the Niagara River that enclose Grand Island and the other small islets, come sweeping down with infinite grandeur, and unite their waters for the last time previous to their absorption into the angry confusion of the surge and rocks that form the rapids. The motion of the immense ocean of waters is grand, is magnificent, full of its conscious power, and profound and overwhelming influence, advancing with increased impetus to the brink of the first shelf of the descent, when the entire breadth of the river, about thirteen thousand feet, is received into the rocky glen or rapid slope, and sinks from ledge to ledge, arrayed in huge and wild masses to receive the shock of this tumbling ocean in its passage over a sloping distance of perhaps four thousand feet, and of only fifty-five of actual descent, but the impregnable and immovable rocky asperities of the underlying rocky foundation are such as to raise, toss, scatter, and part this phalanx of waters into an infinite variety of jets, cascades, and forms of beauty and sublimity ever new, changeable, and wonderful. To the uninitiated and unreflecting traveller and spectator, that perhaps approaches this scene for the first time, from the south or west, or from a distance up the great Lakes Erie, Huron, Michigan, and Superior, over such interminable oceans and inland seas of fresh water; and sees the whole moving mass here concentrated, swallowed up in a sudden subsidence or opening, and plunging into a tremendous abyss in the solid rock, three hundred feet deep, and a mile broad, the sight is overwhelming and magnificent.

"I will remember the works of the Lord. Thou art the God that doest wonders. The waters saw thee, O God, the depths also were troubled, the earth trembled and shook. Thy way is in the sea, and thy path in the great waters, and thy footsteps are not known."

The *best positions* for viewing the rapids are near *Chippewa*, on the road down from Buffalo, on the west from Erie and Waterloo. This is preferable in some respects, and gives the first bird's-eye view as the river

descends, and the traveller ascends to the hill north of Chippewa. The table rock is another favourable place to get a front and complete panoramic coup d'œil, or in walking along the shore on either side, or in crossing the bridges to Bath and Iris Islands; but the best and most central, is from the upper extremity of Goat Island at the tower, &c. But artists may, and do differ even in this respect; but to many travellers, the young especially, the rapids are the most attractive and delightful part of the enjoyments of a few days at Niagara. To the older and more mature, the crescent, or Horse Shoe Fall, and the one on the United States' side may be more gratifying.

Looking at the rapids from Goat Island, directly up stream, with the full angle or inclined plane of the rapids before us, the endless torrent comes booming and bounding onward in high curling and dashing waves, that would soon annihilate all opposition, but the abrupt subsidence of one ledge and plain below the preceding one, breaks the continuity of the wave, and it darts onward in another wave and plunges till it reaches the precipice. The water passing down, between the main eastern shore and Bath Island, under Porter's bridge, is clear, and not very deep, but runs with such amazing rapidity and violence over the rocky bottom, that in crossing the bridge, the whole structure appears to be moving bodily towards the precipice with fearful effect; in fact, strong nerves are required in the traverse.

The *Falls* on the eastern or *American side of Iris Island*, are one hundred and sixty-four feet in the leap, and nine hundred feet wide between the Island and the main, and descends perpendicularly in one clear, glassy sheet, that is partially broken into foam in its course, and is enveloped and obscured in mist about one-third or one-fourth of the height from the river below. The Fall between Luna and Iris Island is two hundred and forty feet wide of itself, and is included in the total estimate of nine hundred feet.

To appreciate the magnitude and beauty of the Fall nearest to the stairs, (six hundred and sixty feet in width,) descend the stairs, and at various stages or steps, pause and contemplate the astounding, and terrific, and all-absorbing scene; the world of waters, that never ceases to plunge into the river on the rocky masses, and to glance off its spray and scattered waters with extreme violence, like small shot, with a force that defies all attempts to face it unmoved, or unshrinking, or to resist the whirls of air that issue forth with stifling effect. When at the bottom of the stairs, and of the slope at the edge of the river, again direct the eye upward to the falling waters, that from this position are beheld with the fullest effect, and also the lofty precipices of rock mantled with the moss and hue of ages.

The *bridge* extending over the American rapids to *Bath Island* is four hundred and seventy-six feet long, resting on piers or cribs of logs, filled in with heavy masses of stone, and the bridge from Bath to Goat Island is two hundred and seventy-two feet, made in a similar manner. Bath Island is four hundred feet long, has two acres of surface, the toll-house, (fee twenty-five cents,) and a large paper mill and a bathing house, and is connected by bridges with two islets, the *Ship* and *Brig*, that brave the fury of the rapids, and help to ward off or break its force, in impinging against the Bath and Mill, and thus the most is made of these mere stepping-stones, bridges, and rapids, and after stepping in the toll house and examining the album kept there, and inserting name and date, pass over the last bridge to

Iris, or Goat Island, that is half a mile long by a quarter wide, and contains seventy-five acres of land, well timbered with beech, oak, maple, &c., mantled with vines and cryptogamous shrubs or plants, that have most judiciously and commendably been preserved by the estimable and worthy proprietor in their pristine wildness and native beauty. A neat walk covered with gravel has been made near the skirts of the Island, a

vistas introduced to direct the stranger, and to exhibit the whole surrounding scenery to the best possible effect. This *enchanted little Island*, enthroned in the midst of the furious rapids, and parting aside even the gigantic tide of inland waters that presses upon it with threatening vehemence and resistless power, is now rendered intensely interesting to the visitant, by the facilities in approaching it over the formerly impassable and virgin rapids, that had rarely before been attempted by the daring effort of man, but are now safely open to public curiosity and gratification, and the hitherto hidden beauties and secluded recesses of this charming spot satisfactorily unfolded. There is not, there cannot be under the arch of heaven a more interesting or awful place in all creation than this, with its auxiliaries of surpassing glory and grandeur, to irradiate, guard, ennoble, and animate the panorama that here environs the awe-struck, astonished, and delighted traveller.

After making the circuit of the island, and gazing for the first time upon the prominent features and wonders of the place, in a transient or cursory manner, return to the northern face of the precipice, and explore the *Biddle Stairs*, but first cross the romantic, ticklish bridge to *Luna Island*, on the verge to this central Fall, that, when viewed from the Canadian shore, at a mile's distance, is almost lost, or appears but a mere ribband in comparison with its more imposing neighbours, yet it is of very reputable width of two hundred and forty feet, presenting a snow-white, foaming appearance, that if it stood alone, like the Montmorency at Quebec, would of itself have numerous pilgrims to lavish their admiration upon it, but here it is subsidiary and subordinate, yet eminently graceful and pleasing.

The *front of the precipice* of Iris Island is of limestone tinge, with the venerable hues of time, presenting a uniform façade of about a thousand feet facing to the north-west, and separating by its intervention the two grand divisions of the falls, the eastern and the western, and it rises to the height of one hundred and eighty-five

feet above the level of the circular gulf below the falls. The visit of the patriotic Nicholas Biddle, Esq. of Philadelphia, to this place in 1829, resulted in his causing this capital stairway to be constructed at his individual expense, for the public accommodation, and we hope it will be carefully retained, repaired, and preserved.* This erection facilitated and opened up to public admiration many new points of view, before unapproachable.

The first flight of steps continues for forty feet, when a six-sided or hexagon building, or inclosure of wood, sixty-five feet high, containing the spiral, or geometrical, or cork-screw stair-case of ninety steps, lands the giddy explorer upon the top of the debris at the foot of the mural precipice, whence three traces or walks diverge to new points of attraction. One is directed to the water's edge, *eighty feet* still farther downward. Another to the left, or west, to the great *Horse-Shoe* or *Crescent Fall*. Another to the right, conducts to the most singular novelty of all, the *cave*, or head quarters of *Æolus*, the god of the winds; and no name could be better chosen, or more literally correct, for the cavern is fifty feet wide, one hundred high, and one hundred and twenty deep, and is directly behind the centre fall, and the visiter may safely approach to, and pass through it, and emerge at the foot of *Luna Island*, and wonder at his temerity in risking it; and after looking around from this peculiar position, he can even advance, with cautious steps and slow, and perchance have a peep behind the watery curtain that veils over the rock that sustains the main portion of the American Fall; but let him not attempt, in fool-hardy spirit, to risk any further progress towards the American stairs that are yet several hundred feet beyond him, with a crushing weight of water also eternally falling from a height of one hundred

* Dr. Hungerford, of Troy, was instantly killed at the falls. In company with Lindsey, the guide, he had descended the Biddle stair-case on the American side, and was standing near the water, when a mass of rock, weighing several tons, fell from the bank above, a height of one hundred and fifty feet, directly upon him. Lindsey suffered a severe contusion on his left arm, but was not otherwise injured.

and sixty-four feet, equal to an ordinary church steeple. The noise both at this point and at the cavern of the winds, where it is increased and reverberated with ten-fold violence, is utterly astounding and overwhelming, and is *sui generis*; and it is glory enough to any one to have been thus far successful; and if satisfied, let him retrace his steps to the foot of the *spiral Biddle*, and try his luck in a descent towards the western curtain or crescent fall, that sometimes permits the veil of its mysteries also to be penetrated for a short distance with similar impunity. Let us now ascend the one hundred and eighty-five feet to the summit of the *Iris*, and find our way westward by the gravelled walk to the

Terrapin Bridge and Tower, the most daring achievement to construct, reaching three hundred feet out from the *Iris Island*, including the extension up the stream of the rapids, and the *Tower of stone*, forty-five feet high, done in 1833, with steps leading and winding up to the top, and from the dizzy summit that is thus safely attained, the crowning feat of human and almost super-human efforts, undertakings, or even imaginings, the traveller that has thus far periled his life to gratify his vain and unbounded curiosity, and that says to himself, what man has done, man can do; and what others have here seen, I may also behold, perhaps, in safety, will not, perchance, withdraw from the bridge or the tower without claiming the full fruition of his gratified curiosity as the reward of his hazardous and expensive journeyings. Of all appalling and terrible sites for man to place himself upon to glut his insatiable, presumptuous desire to draw near to the very brink of destruction, and to cast a withering, heart-sickening, trembling look into the vortex where no human being can enter but to be instantly passed into the abyss of eternity, this is the threshold to contemplate, creating horrible sensations of mingled fear and shrinking back of the mind and heart, in thus madly venturing into the presence of the power that can annihilate in a moment

all that thus profanely intrude into the domains between time and eternity.

The site of the tower is but four or five hundred feet from the deepest portion of the main channel of dark green water, that occupies the crescent-shaped part of the Niagara, and is also within a few feet of where the rapids are tumbled over the precipice in a sea of milk-white foam and richness of inimitable perfection and beauty. A very slight illustration of this appearance, as it appears to a spectator at the falls on the east side near the American stairs, may be cited, by comparing it in a small way with the descent of a heavy mass of snow from the roof of a tall house, in a thawing day, when the mass comes down in successive and ponderous, yet feathery-looking pure white volumes, with a splash and crash that causes a rebound one-third of the way back towards the place from whence it came. Now the *whole façade* of the principal fall is two thousand one hundred feet, and this is eternally curtained with this feathery foam, as before described, except the deep crescent, and is falling from a height of one hundred and sixty-four feet, the pure majestic central current of the deep mysterious crescent, with a width of two hundred feet, appears to roll onward like a gigantic wheel, clogged and moving with difficulty in a huge snow drift, advancing towards the spectator. This grand effect is produced from the fact that this ocean of fresh water flood does not descend exactly perpendicular, but from the angle of inclination of the rapids, (above fifty-one feet in four thousand, or about three-quarters of a mile,) the huge, lumbering mass of waters forms a waving arch of unknown thickness, on whose pure bosom of dark green may be traced white spots, or banks of foam, that can be followed by the eye for several seconds, as they descend over the snaky undulations of the deep crescent, and are lost in the spray and obscurity of the profound gulf below.

The ferry or passage over the river to and from the American stairs and Canadian shore is perfectly safe,

and the water is much less agitated than would be expected so near the falls ; but this is the only safe crossing between the falls and Lewiston, six miles below, as the fury of the rapids, eddies, and whirlpools below the ferry, render all attempts to cross elsewhere impracticable, and madness itself.

Estimates of the quantity of water discharged vary from forty to eighty-five millions of tons the hour, and the depth of the pool, at two hundred and fifty feet. A carriage-way is now making through the lofty banks on either side to the plain above. •

The *Crescent* or *Horse-Shoe Fall*, comprising in magnitude and volume seven-eighths of the entire body of the Niagara River, is reserved to the last in our description, and the customary and nearest approach to it from this shore is by advancing to the edge of the celebrated *table rock* near enough to touch the skirt of the rapids that come sweeping around on the right hand ; this, however, is in fact a most perilous stand, a mere *shelf* or *thin slab* of limestone rock but two or three feet in thickness at its extremity, where it over-arches out forty feet beyond the general line of the rock beneath, and fissures already indicate that a speedy disruption of this part of the rock will inevitably occur ; but such is the heedlessness of man, and the thoughtlessness and intrepidity of the ladies, that this is always the flirting-place where visitors take their initiation into the wonders of the raging & conflicting elements beneath. Perhaps as good a view with a better fore-ground may be obtained, combining perfect safety also, by resorting a few rods north beyond the stairs, receding more from the brink. The *stairs* near by, like the Biddle, are spiral, winding round a tall pine centre that reaches to the *top* of the *debris* of rocks that have fallen from the arch above, from whence a path leads along to the right, at the foot of the precipice, with an overhanging arch of rock forming a complete semi-vault, open on the left to the panorama of the entire chasm and its body of billowy ocean floods.

Rapids

Falls
146 ft

Rapids

of Lake

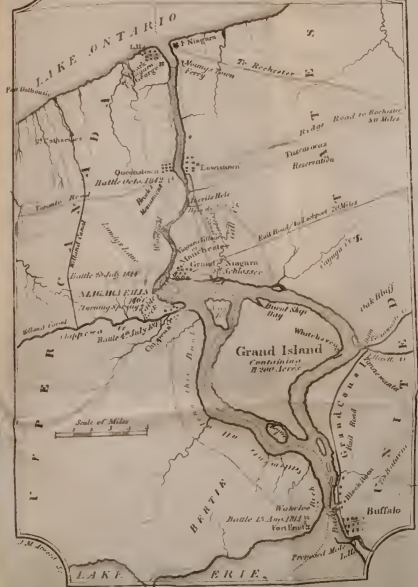
LAKE O

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VIEW of the COUNTRY round the FALLS of NIAGARA



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To pass behind the falls to termination rock, visitors apply at the museum or shanty near the stairs to the keeper, who must have his regular fees, and will furnish suitable dresses and a guide that will descend with and conduct the adventurous explorer, with many cautions as to his conduct, step by step, taking hold of his hand, or holding by a narrow ledge of slate rock, and with a very slimy, eel-covered, precarious, slippery footing; and as the falling body of water is neared, the breath is with difficulty preserved from the whirls of air and spray that issue forth from the cavern blinding and drenching at the same time; but, once in for it, onward is the word, groping in uncertainty and obscurity for one hundred and fifty-three feet, till you can proceed no farther, a projecting rock completely barring all further progress, when the guide puts his mouth close to your ear, and says "*look up*;" the eye is cast up to see the thick vault of waters that comes like a deluge, near enough to allow a play or space of a few feet between the vast body of water and the solid rock, when it becomes requisite to turn about on a pivot, as it were, and return, feeling and groping along by the same path you came, and after emerging into full light and freedom, and ascending the stairs and re-dressing, &c., the guide gives you the famous certificate of your having gone to the termination rock, and that affair is finished.

Grand Route by the Erie Canal from Albany to Buffalo.

Albany, the present seat of the state government, was first settled in 1612 to 1614, after Henry Hudson had made his exploration in 1609, up as far as the Mohawk river, in search of a passage to the East Indies, for the Dutch company at Amsterdam. It was, at that period, a bold and hazardous attempt to plant a colony of Europeans even on the coast of the Atlantic, and still more such a distance in the interior; but the advantages

that it presented for trading with the aborigines for furs and peltries, in this their strong hold, outbalanced and quieted all objections and fears in the view of enormous gains to be realized by the traffic that was, for fifty years or more, carried on by the company as a close monopoly; indeed, for a long time no adventurer from the city of New-Amsterdam, now New-York, was permitted to ascend the Hudson River for traffic, unless licensed specially for that purpose.

In 1664 the transfer of the colony to the English ensued, and the name of this spot was changed from New Orange to Albany, after the Duke of York and Albany, and a charter granted by the English Governor Dongan, defining the boundaries of the settlement, viz. one mile front on the Hudson, and extending back in a north-west direction 13 to 14 miles, nearly over to the Mohawk River; a very *narrow* and yet liberal grant. The city is now divided into five Wards, and has a Mayor, ten Aldermen and Assistants. It is in north latitude 42° 39'—and from the level of the river, has a front of a mile and three-quarters of compactly built spacious warehouses and dwellings, and extending west several blocks to Market-street, the main artery of the city from north to south, from which it rises gradually to Pearl through the central State-street to the termination at the Public square and the Capitol, at an elevation of 150 feet, and at the western bounds of the summit level it attains 67 feet more, in all about 217 feet, thus giving the city, on approaching it by the river, or from the east shore, a very enticing appearance, as it is presented on a tolerably steep acclivity that recedes from the river towards the west, and discloses its prominent edifices to the utmost advantage.

There are 100 streets, and a population by present estimate of 35,000—besides a fluctuating mass that arrive and depart daily by steam, stage, and cars of several hundreds that are concentrated here as a focus—here are 21 churches, 12 hotels, 6 banks, total capital \$2,150,000—4 insurance companies, 14 charitable so-

cieties for various nations, and an asylum, and 2 daily, 2 half-weekly, 7 weekly, and 3 monthly papers—a County and the State Medical society, Agricultural and Horticultural society—an Apprentice's library, a very superior reading-room for young men, free to strangers, with lectures twice a week, and a debating society—the atheneum, and a library of ten thousand volumes. The Albany academy for females, in Pearl, north of State-street, is a building that pleases the eye by its beautiful white portico, and is said to be in high reputation. The Albany academy, on the north side of the public square, is an expensive edifice of the reddish or brown sandstone, with a front of 90 feet, and three stories high, that cost near a hundred thousand dollars—it has Professors of the Latin and Greek, and of Mathematics and Natural Philosophy, and of Modern Languages—and there are four tutors.

The Albany Institute has its apartments in the academy, a library of 2,000 volumes, and ten thousand specimens in its museum in geology, mineralogy, botany, coins, and engravings. There are nine district schools, and seven thousand children instructed.

Stanwix Hall, built of granite, with a dome, and the museum of white marble, at the corner of State and Market-streets, and the splendid *City Hall*, also of white marble, and a gilded dome of unique appearance, on the east side of the public square, are all fine edifices, as is the *State House* near by.

The *Capitol*, where the State Legislature convene, and the rooms of the Chancellor and Supreme Court are held, and the State Library is contained, and other places of public business, occupies the most prominent situation in the city, at the head of State-street, and has a portico of the Ionic order. There are portraits and busts in this edifice, and in the City Hall. The Capitol is one hundred and fifteen feet long, ninety broad, and fifty high, and from its steps, or summit, is a most enchanting view of the Hudson River, and City, &c.

There are three academies for females, and a classic-

al school. The Baptist church in Pearl, and the Dutch in Beaver and Hudson-streets, are entitled to notice, as neat and tasteful edifices. There are Bible, Prayer Book, Tract, and Musical Societies, and a Theatre. The public square in front of the Capitol, is well laid out, and has a costly iron railing.

The six or eight breweries, of noted excellence, produce to the value of half a million a year. Six Iron works, \$226,000. Oil cloth, rope, cabinet, hollow, and stone ware, snuff, tobacco, hats, carriages, sleighs, harness, plated and silver ware, coach lace, looking-glasses, types, morocco, sperm candles, &c., are all manufactured here.

A ride to Troy, Lansingburg, Waterford, Niskayuna, or the Shaker settlement, six miles, and to the Cahoes Falls, on the Mohawk, and along the canal and double locks, and excavations, and dams, and aqueducts, will well repay the transient visiter, and occupy a day most agreeably. Stages ply to Troy on the hard macadamized road every half hour, fare $12\frac{1}{2}$ cents. A view of the great avalanche that overwhelmed the inhabitants at the base of the hill, or rather to see the place it occupied at Troy, is of itself worth a visit, as well as the city itself, and its celebrated female school. Cars ply to Schenectady four times daily, at eight, ten, three, and five — a ferry to Bath and to Greenbush — but the contemplated tunnel under the Hudson is not yet made.

Colloch's Mineral Spring, six hundred and seventeen feet deep, gives, on analysis, muriate and carbonate of soda, carbonates of lime, and magnesia, and iron, and acid, similar to the water of the Congress spring at Saratoga. The spring, with the garden, &c., is worth a visit.

The Erie Canal Basin,

containing an area of thirty-two acres in the Hudson river formed by the pier, eighty feet wide, and four

thousand, three hundred feet long, extending parallel with the shore to protect the entrance and exit of canal boats at the lock, and afford facilities for reception and discharge of produce and merchandise in safety into the adjoining warehouses and sloops, is a work of great utility and of small expense, it having cost but \$130 000, and is very profitable to the proprietors. There are many steamboats for carrying passengers between this city and New-York, that leave at seven in the morning, and five in the afternoon, daily — others also to Troy, besides tow-boats.

In the spacious reservoir or basin, the grand portal or introduction to the Erie and Champlain canals, may usually be seen, in the business season, an assemblage of boats from the numerous towns and villages that border on the canals and the small interior lakes that are connected therewith, and intermingled with the river and coasting craft; here are motley groupes of fresh water and salt-water sailors and boatmen, besides the crews of the steamers that are usually ranged outside of the pier, and throngs of strangers and passengers hurrying to and fro across the bridges that lead from the city to the pier, amid carts and carriages, barrows and vehicles of all kinds, urging onward to extricate from the confused mêlée — this is peculiarly the case on the departure or arrival of the larger class of steamboats, when crowded by their several hundreds of passengers.

The tedious mode of travelling by canal, between Albany, Schenectady, and Utica, has long since been supplanted by the rail-roads with their flying cars, as detailed at page 45; yet it may still be desired by some, to trace the method adopted in 1825, by travellers, and used for several years, to examine this interesting portion of the canal, up the Hudson, and branching off to the west in the valley of the Mohawk.

By departing from Albany, at an early hour in the morning, in one of the line boats bound for the west, though several hours are required to pass the twenty-eight and a half miles, and twenty-four locks, to *Sche-*

nectady, yet to those that can spare the requisite time, and that are fond of this quiet, easy, safe mode of travelling, there is much to be seen in the distance to reward the curious stranger; and it can be enjoyed without fatigue, and at a trifling expense.

Passing out of the basin, by the first lock of eleven or twelve feet rise, a long reach or level of seven miles, with only one lock, is entered upon, that is parallel with, and but a few rods from the Hudson river on the east, and the beautiful garden and grounds of the Patroon, so called, (or Patron, or great land owner,) a descendant of the original Dutch patentee of the large manor of Rensselaerwyck, a very extensive tract on both sides of the Hudson, this being near the central point of the grant of twenty-four miles north and south on the river, and forty-two miles east and west, (one thousand and eight square miles, or six hundred and forty-six thousand one hundred and twenty-eight acres,) bounded by Massachusetts on the east, and by Schoharie county on the west, and by Schenectady, Saratoga, and part of Rensselaer counties on the north, and by Columbia and Greene counties on the south. This immense landed estate, except the city of Albany and other tracts owned by individuals, is the undoubted and clearly established and recognized property of the Van Rensselaer family, derived by their ancestor, Killian Van Rensselaer, that by permission of the Dutch Government in 1630, 1631, 1637, 1648, and 1649, purchased of the Indians; and these purchases were fully confirmed in 1641, by the government of Holland, and by that of England, under Governor Dongan, in 1685, on the 4th of March. The last of the Patroons, Stephen Van Rensselaer, died 1839, 26th January, at 4 P. M., the moment when the great hurricane was raging at New-York, and on the sea-board. The estate, that has been estimated at a value of several millions of dollars, will now be divided among the large family and heirs of the late Patroon.

At the termination of the first reach before stated, we are at, or near *West Troy*, or *Gibbonsville*, opposite to

the city of *Troy*, on the east side of the Hudson. Here are five hundred and twenty dwellings, and three thousand five hundred inhabitants — the Bank of Watervliet, capital \$150,000 — manufactories of various kinds, one of India rubber — side locks lead to the river, and a bridge to Tibbett's Island. The surplus water from the adjoining canal, yields all the power required for mechanical operations, and may in some measure be considered as a suburb of Troy, and with that is identified in its growth and prosperity.

The *United States Arsenal* covers a large space, with the canal passing in close contiguity; here are usually large stores of arms and munitions of war, skilfully and artfully arranged in neat brick or stone buildings, and some relics of the revolutionary war are here to be seen, in cannon taken at Saratoga and Yorktown, and others of brass, of antique form, presented by the King of France.

Two locks, of eleven feet lift each, next conduct to a level of a mile or two that brings us to the junction of the Erie with the Champlain Canal, (leading north to Whitehall, sixty-three and a half miles; see page 44,) and to the steps, or ridges, that are surmounted by nine locks, of eight feet lift each, that are formed of the white marble of Westchester county, and are ninety by fifteen feet in the chamber, as are all the original locks; the boats are five minutes in getting through each lock, and the canal begins here to incline gradually to the north-west, and as it rises above the Hudson, there is a charming panoramic view of the hills back of Troy and Lansinburg, and of the low grounds and island in the delta of the Mohawk.

The next three locks, of eight feet eight each, or twenty-six feet, is near the bridge that conducts, or connect, the road over the Mohawk to Waterford, — from the bridge is a glimpse of the falls above and the dam that raises the river below, to enable the boats that are bound north to cross above the dam in the slack water, though at considerable hazard. The next two

locks rise nine feet each, and in half a mile we encounter, for six hundred feet, the first deep cutting, viz. twenty-six feet, in transition argelite, and arrive by the side of the

Cahoes Falls — a Dutch church and a farming settlement, the *Boght* or *Cove*; and the manufacturing village of the Cahoes company is here located, and contains a factory for cotton and woolen, and one for hosiery of cotton, linen, and woolen, on newly invented looms, one for edge tools, a mill for turning-lathes, an iron foundry, a carpet factory, an Episcopal church, two taverns, and shops, and stores, and sixty dwellings. The falls are in full view of the village and of the canal, and have seventy-eight feet descent. Above the cataract, the left or north bank has an elevation of one hundred feet, and below it has one hundred and seventy feet of a slaty lead-coloured rock, distorted and irregular in its outline. On the right or south shore above the falls the bank is low, but below it, eighty to ninety feet high. In some seasons, the bed of the Mohawk below the Cahoes Fall can be examined and walked over close to the foot of the cataract, though rough and full of holes and projections of the sharp angles and points of the slaty rock; at other times the whole face of the jagged rock, and of the bed below, is one tremendous torrent nine hundred feet wide, white with foam, presenting a spectacle of great sublimity.

A canal near two miles long, that leads out any desirable portion of the waters of the Mohawk, a half a mile above the falls, to the various mills below, has a head and fall of one hundred and twenty feet, its channel in the first part being through slate rock, between the river and the Erie Canal, and then by a tunnel under the state canal to the west side, whence it is distributed as wanted, yielding six or seven successive falls of eighteen or twenty feet. The capital of the company, as incorporated, is half a million of dollars.

In half a mile onward, above the Cahoes, we meet four locks, with a rise of eight feet each, and a series

of mills adjacent, and in two and a half miles onward we reach the *Lower Aqueduct* over the Mohawk River, of eleven hundred and twenty-eight feet in length, resting on twenty-six piers and abutments of stone, the trunk that contains the water being of wood. This transfers the canal to the north side of the Mohawk River, in the town of Half Moon, Saratoga county, along the base of the *Wat Hoix ridge*, for over two miles, to the famous *gap* of that name, that for forty rods runs through high walls of gray wacke slate.

Until this passage was discovered and determined upon, when the engineers were exploring the valley of the Mohawk for the best line to adopt, they were almost at a nonplus, when they beheld the difficulties and asperities of this vicinity on the south shore of the river, that is very forbidding in its aspect, being rock-bound and precipitous, and it was then that they determined to overcome and avoid all difficulties by carrying the canal twice across the river. The ravine was eighty feet wide at the east and fifteen at the west, expanding in the middle as if to form a natural basin, with walls of solid rock. Beyond this for 80 rods, the *Wat Hoix* rapids in the Mohawk have a descent of ten feet, ruffling the surface of the water, and called by the Indians the *White Horse*, or the *Evil Spirit*. On the north the canal is bounded by a precipice of one hundred and forty-six feet, that in many places overhangs the canal, and is quite appalling to the sight. On the south is the river washing the bank of the canal, that is formed in a solid and masterly style.

Thence it is two miles to Fort's ferry on the old road from Albany to Ballston Spa, and one mile to the next lock of seven feet rise, and one mile to Vischer's ferry. One and a half miles brings us to a deep rock excavation, of thirty-two feet in the solid rock as before. The canal, for a considerable distance in the vicinity of Wat Hoix, is on the edge of the river, and a protecting solid wall of stone, smooth and at a low depressed angle, rises from the water's edge as the rapid current sweeps towards the falls.

The next two miles contain two locks, of nine feet rise each, and a guard lock and feeder of half a mile from the Mohawk, and a high bank of one hundred and thirty feet, — and in two miles farther we arrive at the *Upper Aqueduct* over the Mohawk, where the canal again recrosses to the south bank, seven hundred and forty-eight feet in extent, on sixteen piers of limestone, twenty-five feet above the river, the trunk of the canal of wood, as on the other. The coup d'œil here is very fine. Here are also three locks, of seven feet lift each, and in a short distance the old Alexander bridge, and mills, on the old Albany and Ballston road. The rock of gray wack slate is in the county of Schenectady. — Three miles farther we pass in front of *Union College*, and soon are in *Schenectady*. The view over the vale on entering is pleasing in the highest degree. The two edifices of the college are each two hundred feet long, and four stories in height, and six more are requisite to complete the plan. \$300,000 have been bestowed by the State, or rather permitted to be raised by lottery, for the benefit of this literary institution, but causing the most injury to society of any method that could be adopted to raise funds. There is a president, (Dr. Nott) seven professors, a teacher of French and Spanish, and two hundred and eighty-five students. Annual expense, board in the hall, \$98, fuel and light \$8, washing \$6. There are three terms in the year, and the expenses of each are payable in advance. The first settlement of this town was in 1620, by a colony of Dutch, to engage in the fur trade, in despite of the one at Albany; and this continued peaceably until 1661, when Arent Van Corlaer, and others, received a grant from the government on extinguishing the Indian title, and in 1664 surveys were made, and an inroad was effected by the Canadian French, but they lost their way and were near perishing from fatigue and famine; but Van Corlaer generously enabled them to return in peace, unmolested. In return for this generous and kind treatment, twenty-six years subsequently, namely, in 1690, the town, then composed of sixty-three houses and a

church, was burned by a party of French and Indians, in the night of 8th February, killing and capturing most of the inhabitants; and this was repeated in 1748, and seventy citizens slain. A fire in 1819, on the 17th November, destroyed one hundred and seventy buildings, but within a few years past the city has been prosperous, from the railroad and canal that pass through it.

The city is on twenty streets, has nine places of public worship, two academies, a Lancaster and several select and district schools, six newspapers, two banks, capital \$385,000, an insurance company of \$100,000, twelve hundred houses, and about six thousand inhabitants, — an iron and a brass foundry, carpet, satin, and tobacco factory, a paper mill, &c. A covered bridge extends over the river one thousand feet. The railroad bridge also runs north over the flats and causeway for three-fourths of a mile; thence the road to Ballston turns north-east four miles, thence northerly along the lake, entering the village, and crossing the Kyaderosera by a good bridge, and thence to Saratoga — whole distance from Schenectady twenty-one and a half miles, nearly level, the greatest variation being only sixteen feet to a mile, the rails of wood, with iron plates, and the cost only \$300,000 with cars, engines, &c. The *canal passenger-boats* leave from this place at half past 7 in the morning and half past 6 in the evening, and are eighteen to twenty hours to Utica. Price for the eighty miles, four cents per mile including meals. The next four miles across the luxuriant flats of the Mohawk, takes us skirting along the base of the southern ridge to *Rotterdam*, passing two locks, of eight feet lift each. There are nine islands in the river, from two to one hundred and twenty acres, that the *Binnekill* cuts off from the main. The village has two Dutch churches, one cotton factory of two thousand spindles, fifty looms that make four hundred thousand yards of goods and thirty thousand pounds of yarn annually, one carpet factory, two carding and cloth-dressing mills, four grist mills of three runs, and one iron casting furnace, and twenty-five

dwellings. In a mile and three-quarters we come to the aqueduct over the *Plattekill*, that has a waterfall of about eighty feet in ten rods, with a perpendicular pitch of fifty feet, a vein of lead ore in a gangue of slate three-quarters of a mile above the Falls that are a mile from the river. Thence in three and a quarter miles is another lock of eight feet, and in two and a quarter miles we are at the limit of the county of Schenectady, and enter upon Montgomery, and in one mile pass *Flint Hill*, a branch of the Catskill that is here pierced by the Mohawk, and on the north connects with the range that extend toward the sources of the Hudson River; the rock here is sandstone.

Three and a half miles are two locks, of eight feet rise each, and an aqueduct, and in three miles we arrive at the bridge over the Mohawk to Amsterdam, (see index, and page 55.) The population here is of a mixed character, being descendants from Dutch, Germans, Irish, Scotch, &c. *Minaville*, or Yankee-Street, four miles south of the canal on the Chuctanunda Creek, has a church of Presbyterians, a tavern, two stores, and forty dwellings. *Port Jackson* has three stores, two taverns, and twenty dwellings.

An aqueduct passes over the Chuctanunda Creek, that rises twelve miles south in the high region around Duanesburg and drives twenty mills. Its name is purely Indian, and means stony bottom. Another creek of the same name enters into the Mohawk on the opposite side of the river.

In four miles we pass two locks, one of eight and the other of four feet lift, and on the site of the eastern guard lock formerly stood Queen Anne's chapel and the old Mohawk castle. The Indians granted a tract of land for the use of the Episcopal missionary at this church, and with their beloved teacher fled to Canada during the revolutionary war, where he became a bishop, and the Indians sent back for their church bell.

Schoharie Creek, fifty miles from Albany, — though called a creek it is ten rods wide, and at times would

pass for a respectable stream, being subject to great and sudden freshets from the Catskill mountain region, where it has its origin seventy miles south, — is rapid in its course, and is bordered by lofty hills and precipices, famous for its *drift* or *floodwood*, and that is the indication of the Indian name. It is the largest tributary of the Mohawk; there are rich flats on its borders, one to two miles wide in Middleburgh, and *Schoharie*, the county seat, a small village, a court-house of stone, three stories high, county clerk's office, a Lutheran and a Dutch church, two academies, one hundred and twenty dwellings, five stores, three taverns, five mills. The old stone church served as a fortress when Brandt, Butler, and Johnson attacked in the war of the revolution; and four miles northeast is *Ball's Cave*, two hundred feet in depth, with numerous apartments, a lake thirty feet deep and half a mile long, an amphitheatre one hundred feet in diameter and one hundred high, the floor descending on all sides to the centre, the roof horizontal, its walls rich in stalactitic decoration. The entrance to this cavern is by a perpendicular descent of seventy-five feet, and is effected by ropes.

Fort Hunter, east side of the creek. The passage of the canal boats over the surface of the river just above the dam of twenty feet, is effected by means of a rope, or cable, worked by horses and wound round a drum, or cylinder, on the shore. If the rope should give way, the boat and passengers must go over the dam — but this seldom happens. The boat then enters a lock of six feet rise, on the west side of the Schoharie, and in two miles arrives at the canal house, of singular form, in Smithtown, or Glen, and to Isherkill aqueduct, and Arieskill dam and guard locks, and in two and a half miles to another lock of seven feet rise, nearly opposite Caughnawaga and Johnstown. (See index, and page 56.)

In six miles we cross the little aqueduct and basin opposite the *Little Nose*, and in one mile to *Anthony's Nose*, in the township of Root, and here we first encoun-

ter the primitive or gneiss rock in this valley. In the cliffs near the river is a cave, that is said to penetrate several hundred feet into the bowels of the mountain, with the walls encrusted in the usual manner.

Spraker's basin, dam, and guard lock, is two and a quarter miles beyond the nose, and in two and three-quarter miles is another lock of six feet rise, when we are at *Canajoharie* on the creek of that name, with a guard lock and a bridge across the Mohawk to Palatine. (See index, and page 56.)

The *Canajoharie*, or Bowman's Creek, rises in the ridge of land that separates the valley of the Mohawk from the extreme head waters of the Susquehannah River, and in the valley south of this ridge, that may perhaps be a thousand feet above the river, is cradled the town of *Cherry Valley* and the beautiful *Otsego Lake*, that, at its outlet at Cooperstown, empties its pellucid waters into the charming valley of the Susquehannah, that meanders for several hundred miles in a southerly direction to reach the Chesapeake, and yet is only separated from the Mohawk by a roof, or slope, of mountainous land about ten miles broad. The fall of the *Canajoharie* Creek in its course of twenty miles is eight hundred feet or more. Its valley is overlooked with the greatest delight from the ridge just mentioned, east of *Cherry Valley*, and presents one of the most extensive and splendid landscapes in the State.

The railroad from this to Catskill, seventy miles in a southeast direction, will pursue the base of the northeast face of the ridge. This village is a place of some trade, and has a factory for making cotton and woollen goods, a Dutch church, an academy, a library, two newspapers, four taverns, three distilleries, two flour and two saw-mills, seven stores, one hundred dwellings.

Canajoharie Centre, on the head of Bowman's Creek, has a Presbyterian church and a few dwellings, and here is the *Central Asylum* for the deaf and dumb.

In following our course for three and a half miles

opposite to Stone Arabia (four miles in the interior, on the north bank) we meet with a lock of seven feet rise, and the guard lock on the *Otsquaga Creek*, in the town of Minden, and Fort Plain village. The *Otsquaga Creek* gushes from three springs, and has at its source power to drive three mills, is highly charged with calcareous matter, and has formed in its dell, tuffa and petrifications, and after a rapid descent to the northeast, through Minden, falls into the Mohawk at Fort Plain.

Minden township has a front of eight miles along the river, a surface most agreeably undulated with ridges and hills of a moderate height, and pleasant and fertile valleys, and fine alluvial tracts along the Mohawk and *Otsquaga*. It was early settled by Germans, and abounds in local names, viz : Dutch Town or the Dorf in the north, Fort Plain in the northeast, Gilsenberg in the centre, and Ford's Bath in the west, and the Bush in the south ; there are two Dutch churches, and seven saw mills, and a fulling mill.

In three miles onward, a feeder comes in from the river above the dam, and a lock of eight feet rise, and the dam and guard lock opposite to St. Johnsville in Oppenheim, and in two miles farther at Crous' is a lock of eight feet, and one and a half miles more we are opposite the mouth of East Canada Creek, and the Gulf Bridge, on the railroad, of one arch of one hundred and sixty feet span, elevated sixty feet above the water, and in two miles we enter another lock of eight feet rise, in the township of Danube.

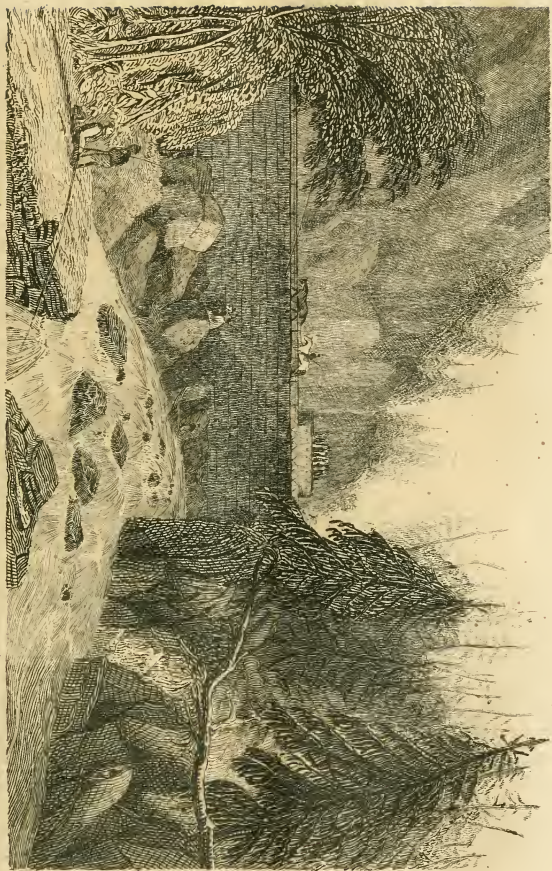
A Mohawk castle and a church for the Indians, under the patronage of the English, formerly stood at the mouth of the *Nowadaga Creek*, that, with its dam, and guard locks, and towpath of four hundred feet, is passed in a mile, and in two more the grave of General Herkimer, his brick house being seen on elevated ground : he was slain in the Oriskany battle.

We are now drawing near to the most interesting portion of the Mohawk valley, the passage of the river through the rocky gulf or barrier. The defile is two

miles long with an average breadth of six hundred yards, bordered by rocky and wood-clad hills of four hundred feet in height; the rocks are granite, gneiss, and hornblend, with calciferous sand rock overlaid by transition limestone.

The *Little Falls* of the Mohawk are so termed in contrast to the *greater* descent of the river at the Cahoes below, and this is one of those distinguished geographical positions that is presented in a far less picturesque form at the Wind Gap and Water Gap on the Delaware; at various places on the Susquehannah; at the union of the Shenandoah and Potomac in Virginia; and the passage of the Hudson through the highlands of New-York; though the volume of water in the places referred to may be vastly superior, and the natural outlines on a more magnificent scale; yet the combination of natural objects, with those of artificial creation by the labour and ingenuity of man, that are here brought into direct association and contrast, infinitely surpasses that of any other position in the United States. Here are brought into juxtaposition, side by side, the Erie Canal with its nest of locks, and the much admired aqueduct and road bridge immediately over the main chute of the Mohawk; the line of road also adjoining the canal on that side; then the river and the remains of the old flumes and locks of the original canal company; then the new line of railroad, and the expensive rock excavations and embankments, and the old turn-pike road on the north side, hemmed in by perpendicular rocks that are almost grazed by the cars, — these arrest the attention of the admiring and wondering traveller, and if examination is made into the geological signs and marks that nature has implanted in indelible characters, so that he that flies may see, and he that “runs may read,” the student of natural science, and others that have even slightly attended to such subjects, must be impressed with the remarkable and striking features of the entire panorama.

The descent of the river in three-quarters of a mile



is forty-two feet, the marble aqueduct is two hundred and fourteen feet long and sixteen wide, with walls fourteen feet high and four broad, upheld by one arch of seventy and two others of fifty feet span each, together with the abutments; a balustrade on the parapet renders it secure for passengers that may devote a short time to its examination. The adjacent village has a factory for making cotton and woollen goods, two paper mills, two tanneries, two machine shops, one trip-hammer, one carding and dressing mill, four churches, two academies, a bank, capital of \$200,000, eleven lawyers, five physicians, two printing offices and papers, three hundred and fifty stone dwellings, that receive a supply of water in pipes from an elevated spring three hundred feet higher than the settlement. The land, or rock, formerly was held for many years by a Mr. Ellis, an Englishman, disinclined to improve or sell until recently. It has been purchased by a gentleman of New-York, R. Ward. It is seventy-nine miles from Albany, twenty from Utica.

There are five locks within a mile, of eight feet lift each, and in the river and on the bank of the canal are huge rocky masses and pillars of grotesque water-worn forms, and for a long distance near here the canal is supported by a wall of masonry that encroaches boldly on the bed of the river, and the deck of the canal boat affords an excellent view, in passing through the locks of this famous mountain gorge, that at first was beheld by the canal contractors with dismay, from the difficulties that were anticipated at this spot in forming a trench or line in such a knotty, contracted glen, and two or three years were allowed by the canal commissioners, and supposed to be necessary for the excavation and construction; but it was effected in three months by some unexpected facilities, or some new wholesale method of blasting, by which masses of eighty to one hundred tons were thrown out at a time by a profuse quantity of gunpowder — the explosions rent asunder

the face of the mountain, and shook the country for miles around like an earthquake.

After passing through the second of the locks, we leave the ravine, and also the gneiss rock, and the last seen for some time as we go west, then pass in two and a half miles three locks, of eight feet lift each, and in four and a half miles, two more locks at the *German Flats*, one of eight and one of nine feet rise, near a stone church used as a fortress, and Fort Herkimer, and in one mile we arrive opposite the mouth of *West Canada Creek*, on the north side of the Mohawk, that comes down the Trenton Falls, (see page 64.) The flats are celebrated for their fertility, but are not superior to many regions farther west, and have lost their exclusive character, since the western States of the Union have become more familiarly known.

A canal has been cut around the *Wolf rift* in the Mohawk, one and a half miles in length, giving water power. *Mohawk*, a village of thirty dwellings, and a few stores, is one mile south, and a post-office called Paine's Hollow. A bridge here leads over to *Herkimer*, three-quarters of a mile north, that has a neat Dutch and Methodist church, a brick court-house, a stone jail, and county clerk's office, one hundred and twenty dwellings, five taverns and stores, and a hydraulic company, that have, at the expense of forty thousand dollars, cut a canal, and constructed extensive works.

After passing in a short distance through an extensive dug way in a high hill of clay and sand, is another bridge, a lock of eight feet rise, and another of the same at Fulmer's Creek aqueduct, and in one and a half miles we pass Steel's Creek aqueduct and feeder, and in one and a quarter miles, two locks, of eight feet rise each, and in three-quarters of a mile, the aqueduct over Myer's Creek, and are at *Frankfort*, a village of fifty dwellings, two churches, a Presbyterian and Baptist, two taverns, seven stores, a furnace that makes iron ware to the value of thirty thousand dollars a year, and a fac-

tory for cotton and woollen goods and machinery. The railroad is here on the south side of the Mohawk to Utica.

The *long level* of sixty-nine and a half miles without a lock, here commences, and extends westward through Utica, Whitestown, Rome, Verona, Lenox, Sullivan, Manlius, to *Lodi*, near Syracuse. This portion of the canal was the easiest, and the first made. It is the *longest canal level* known, and is a remarkable feature in the aspect of the country, as it follows a prolonged extent of table land from the upper waters of the Mohawk, along the south of the Oneida Lake, towards the Onondaga River and Lake Ontario.

In six miles we pass Ferguson's Creek aqueduct, and in one mile Clark's Creek aqueduct on four arches, and in two miles we are at *Utica*. This city has a population of twelve thousand, sixteen places of public worship of all the sects, four academies or high schools, forty-three schools, a Lyceum, and Medical Society, and Mechanical Association, with lectures, models, &c., a library, and another for apprentices, and also the Young Men's Association, reading and news-room, and library, with debates, and lectures on literary and scientific subjects. Their room, &c. open to all strangers. A museum, three banks, capital one million five hundred thousand dollars, an insurance company, capital two hundred thousand dollars, three political and three religious newspapers, a theatre, twenty-one inns, including several spacious hotels.

The line of railroad is now complete from Albany to Auburn. Passengers can now leave New-York at five o'clock, be in Utica at three o'clock the next afternoon, at Syracuse at six, at Auburn at eight, and at Rochester at five o'clock the next morning, and then to Buffalo via Batavia in twelve hours — arriving there at five o'clock — FORTY-EIGHT hours from New-York.

The railroad hence to Schenectady is described at p. 52 to 62. This is a famous point for the divergence of roads, stages, and canals, to all parts of the State.

Hundreds of canal boats, laden with the productions of the interior, are constantly passing to the east, and others with foreign merchandise to the west. This is a net that catches both ways, and passengers here usually leave the canal, from its tediousness or monotony, and adopt some new mode of conveyance.

This city has a mayor, twelve aldermen, four justices, and four wards ; is distant from New-York two hundred and thirty-seven miles. Albany ninety-three, Rochester one hundred and forty, Buffalo two hundred and two, Ithaca ninety-six, Oswego on Lake Ontario seventy-six, Sackett's Harbour ninety-four, Ogdensburg one hundred and forty-five.

The city is on the south side of the Mohawk, and occupies a slope that faces to the northwest, rising in the rear of the city to an eminence of considerable interest, and overlooking the valley of the Mohawk for miles towards Whitestown, Rome, the Oneida Lake, &c. with the heights that lead to Trenton Falls fronting the spectator on the north and east.

Much of the exciting interest involved in the history of the wars of 1756, and 1776, to '83, as to the border and partizan warfare of those days, is derived from this vicinity, as in the siege of Fort Schuyler, that was situated near the depôt and bridge at the foot of the main street.

Oneida County, that we are now in, contains nineteen large cotton factories, capital about eight hundred thousand dollars, and having thirty-three thousand two hundred and thirty-four spindles, and making five million six hundred and ninety-seven thousand five hundred yards in a year, and use one million eight hundred and sixty-three pounds of cotton. Terms of the *Supreme* and of the *United States Circuit Court* are held here.

The Chateaugua hills in the northeast, in Remsen, between Trenton Falls and the Black River, are eight hundred and forty feet high, and south of that, the Hassencleaver Mountain in Deerfield and Marcy rises

from eight hundred to one thousand two hundred feet from a base of eight or nine miles broad, and a chain twenty miles long; and in the south, the ridge that divides the waters of the Susquehannah from those of the Mohawk is one thousand six hundred and twenty-nine feet above tide, and the summit level of the Chenango Canal, at the head of the river, is seven hundred and six feet above the Erie Canal.

The central part of the county that we pass through as we leave Utica, is remarkably depressed below the country to the south and northeast. The vale, in its western portion, including the head of the Oneida Lake, is from ten to twelve miles broad, but along the Mohawk, only two to six miles. The great cedar swamp south of Rome is three miles broad, and from the head of the Oneida Lake to the Rome summit east, thirteen miles; the rise is sixty feet, and on the north and south sides of the lake it is equally gradual in a few miles.

The *Oneida Lake* is twenty-one miles long, east to west, and three to five wide, three hundred and seventy-six feet above tide, and one hundred and forty-five above Lake Ontario, and its area is seventy or eighty square miles. It abounds with salmon, bass, pike, cat-fish, duce, suckers, perch, eels, &c. Fort Royal block-house stood at the entrance of Wood Creek, and Fort Brewerton at the west end of the lake.

The outlet, or the Oneida River, twenty rods wide at the old French Fort, winds sixteen miles to attain eight of westing, and forms, at its junction with the Seneca, the Oswego River.

The *Oneida Lake Canal* extends from the Erie Canal in Verona to Wood Creek, three and three-quarter miles, cost seventy thousand dollars; has one guard and seven lift locks, falls fifty-seven and a half feet, locks ninety-six by fifteen and a half. To return the water that is drawn from the Erie Canal, an equivalent is provided by a feeder from the Oneida Creek at the castle, three and a quarter miles long, with a lock of four feet lift,

and guard gate. The feeder intersects the Erie Canal five miles west of the Oneida Lake Canal.

Resuming our western route on leaving Utica, the canal winds along the level region above referred to, and in three and a quarter miles we arrive at the *Saughdaquada* or Sauquoit Creek and aqueduct, near the village of *Whitestown*, the nucleus of the first settlement beyond Albany, in 1788. It is a *half-shire* or place of the courts, in part for this county with Rome. Here is a Presbyterian and Baptist Church, Harvey's cotton factory, a brick court-house, a prison, one hundred dwellings, neat and pleasing to the eye, four stores.

The *Oneida* (manual labour) *Institute* requires three hours labour per day from each student, as conducive to health, on the farm of one hundred and fourteen acres on the left or west bank of the Sauquoit Creek, in full view. The buildings are of wood, eighty-two by thirty-two, and forty-eight by forty-eight, both three stories high, including in the latter edifice, a chapel, lecture room, library, reading-room, dining-hall, and family rooms. Another edifice forty by twenty-eight feet, is the kitchen and steward's departments. Students of fifteen to the upper class, and from ten to fifteen to the juvenile.

The *Sauquoit* Creek abounds with water power. It rises on the high lands in Paris, and runs eighteen miles north-west, and is bordered by rich lands. *Yorkville* three and a half miles from Utica, has three large cotton factories, one machine shop, three stores, one tavern, a Presbyterian and a Methodist church, and one hundred dwellings.

Two and three-quarter miles onward, we arrive at *Oriskany* Creek and *village*, having an Episcopal and a Presbyterian church, two woollen factories, (the Oriskany and the Dexter,) a grist and a saw mill, three taverns, six stores, and sixty dwellings.

Eight miles we arrive opposite *Rome*, another of the half-shire towns, seen at a distance to the north, together with the United States Arsenal on the old canal.

Rome occupies the site of Fort Stanwix, that cost in 1758, two hundred and sixty-six thousand four hundred dollars and is on the *summit level* between the Ocean and Lake Ontario, (*four hundred and thirty-five feet above tide at Albany,*) having the Mohawk River on the east, and Wood Creek on the west, near the Erie Canal, from which a branch extends through the village, two miles to the Mohawk, being part of the work of the old Western Navigation Company, of 1796. Rome has two Presbyterian, one Episcopal, one Methodist, and one Baptist church, an academy, and several select schools, a brick court house, a prison, the United States Arsenal of stone, and wooden barracks going to decay, a cotton and woollen factory, a bank, capital one hundred thousand dollars, flouring and saw mills, and three hundred and fifty dwellings, and five thousand inhabitants, and is a thriving, prosperous village. *Hawley's Basin*, three miles west from Rome, on the Erie Canal, has six houses.

Verona Centre, on the Erie Canal, is nine miles from Rome, and two south of Wood Creek, has a warehouse, store, tavern, and six dwellings. New London, also on the canal, seven miles from Rome, has two taverns, four stores, and forty dwellings, and is the depôt for lumber from Salmon River and Fish Creeks. Andover has a store, tavern, and twelve dwellings.

The *Oneida Sulphur Springs*, half a mile south-west from the village, with its spacious hotel, is a fashionable resort in summer. The glass factory in Verona has made twenty thousand dollars' worth annually. Three miles beyond, we cross the *Oneida Creek* and valley, by an aqueduct of one hundred and twenty feet, and embankments; together four hundred feet long, and from twenty to twenty-six feet high. The creek enters the Oneida Lake at the south-east corner, and is the dividing line between this and Madison county, that we now enter upon. Three miles from the Oneida Creek, we pass *Lenox furnace*, basin, and landing, and in two miles further, are at *Canastota Village*, creek and basin, thir-

ty-six miles from Utica, and fourteen miles from Morrisville, the county-seat to the south-east. It has a Methodist, Presbyterian, Episcopal, and a Baptist church, one hundred and twenty dwelling houses, a high school, several forwarding merchants, groceries, four stores, four taverns, and is a lively business place. A small village is passed in four miles, and in four miles farther, we arrive at *Chitteningo Creek*, aqueduct, basin, and feeder, with a side cut of one and a half miles to the village of that name, four locks, of six feet rise each. The village of *Chitteningo* has one hundred and fifty dwelling houses, three churches, a Dutch, Presbyterian, and Methodist, a woollen factory, that uses annually one hundred thousand pounds of wool, made into broadcloths and cassimeres. There are also flouring, gypsum, water-lime, saw-mills, a furnace, trip-hammer, &c. In the hills near the canal in this vicinity, is an abundance of limestone, water, or hydraulic cement, lime and gypsum. Iron ore is said to be in the bogs. (See also p. 69, and for Cazenovia and lake.)

Eight miles more we are in Onondaga County, at *Manlius Landing*. The village of that name, being four miles to the south, on Limestone Creek, has one hundred and fifty dwellings, a cotton factory, several grist and saw mills, and six stores. *Fayetteville*, on the north branch of the Seneca turnpike, and by the feeder of the Erie Canal, eight miles from Syracuse, has three churches, seventy-five dwellings, six stores, four taverns, and two mills. *Kirkville* is a thriving village on the canal. Three miles beyond the last landing, is a *side cut*, to *Orville*, and from this is five and a quarter miles to *Lodi*, being at the *western termination* of the *long level* that began at Frankfort, in *Herkimer County*.

The *Syracuse Academy*, a splendid brick edifice four stories high, with an observatory, occupies the most prominent place on the left foreground as we wind around the last hill, and come suddenly in sight of this fine city, with the canal here beginning to be enlarged on the new plan of eighty feet wide, and eight or ten

deep, new locks, &c. The academy has spacious ornamental grounds, and gardens attached, with terraces in front, facing west towards the city, that has an imposing appearance as we draw near to its lofty, spacious warehouses, and ranges of brick edifices, and neat suburban private dwellings. There are seven hundred houses, and four thousand five hundred inhabitants; and the *Syracuse House*, of brick, four stories, fronting on Water and Salina streets, is one of the best hotels in the State, and is thronged with company: the Onondaga County bank is in the adjoining building, and also the *post office*.

The intelligent stranger that arrives at Syracuse, and does not inconsiderately neglect to look about him, but spends a day or two in an active examination of the localities in this city and its vicinity, will derive much gratification from seeing the springs of salt water that rise in great volumes on the immediate bank of the *Onondaga* (a fresh water) Lake, and in tracing the modes and means used in boiling or evaporating this strong brine, that in forty-five to fifty-five gallons produces a bushel of pure salt, while the sea water on our coast takes *three hundred and sixty gallons*, to make 75 pounds of salt! In 1835, the quantity of salt here made was 2,222,694 bushels; duty, 6 cents a bushel, amount, 118,364 dollars. In 1833, when the duty was twelve and a half cents, and only 1,838,646 bushels were made, the duty was 227,860 dollars. The principal springs are at Salina and Geddes. At Salina the well is twenty-two feet deep, and ten in diameter, and supplies the works at Salina, Liverpool, and Syracuse.

Salt springs are found for an extent of 180 miles from Vernon, Oneida County, to the Niagara River, but only those in Onondaga and Cayuga are profitably worked. The whites derived their knowledge of the salt springs from the Indians, and by lowering an Iron vessel into the spring on Mud Creek, then submerged by fresh water a few feet, the salt water was obtained, and the same process was used to supply the first settlers until

other springs were discovered. There is a difference in the supply by its diminishing in drought, but with improved machinery for pumping, a more rapid influx of brine has been produced, with an increase of strength from twenty to twenty-five per cent., standing at thirteen degrees on the hydrometer of Beaume, of which the point of saturation is twenty-two degrees.

Large quantities of this salt are sent to Canada by the Oswego Canal, and to the western states. In boring for rock salt 250 feet deep here, no fossil salt or saliferous rock was passed, but cemented gravel, and the brine increased in strength, as the depth continued.

The salt mines in Poland are worked at the depth of 750 feet, and those of Eperies at 990 feet, and here, also, no doubt, beds of it will eventually be penetrated, and ten times the quantity sold, to what is now slowly made by boiling and solar evaporation. Three millions of bushels of salt can be made here yearly by an adequate supply of brine. During 1834, a large *reservoir* of the brine was constructed between Liverpool and Salina, on the high ground, for factories. *Geddes* is at the head of the lake, and on its west bank, two miles from Syracuse, and has fifty dwellings, two stores, &c. From the heights near, are fine views of the lake in front and of cities around the lake and on the canal. Liverpool is four and a half miles north of Syracuse, has sixty dwellings, stores, taverns, &c., on the borders of the lake and Oswego Canal.

By taking a ride by the railroad five miles up the hill to the *quarries*, where a thousand men are seen at work raising stone from the surface, and in hewing, shaping, modeling, &c. for the new locks that are to be made on the Erie Canal, and in entering the cave or chasm that is here found, and in enjoying the extensive prospect from the summit, we can promise the explorer and geologist a rich treat. The lime-stone is excellent for building, and is used for the masonry on the canal, and is easily sent to Oswego, Rochester, Buffalo, &c. in

blocks of any size, by the canal, cranes being used for lifting on and off the boats.

The railroad hence to Utica, sixty miles, was finished in 1838-9, and cost only \$900,000 ; the road was rapidly formed by Cram's pile-driving machine, and follows the invariable level and low grounds. The facility to travellers in continuing the railroad west of Utica is very great, and from this it goes to Auburn, twenty-five miles.

The valley that contains Syracuse and the Onondaga Lake, is within nineteen feet as low as the Cayuga Lake, and is a longitudinal valley, extending north and south between the Onondaga hills, and has always been a remarkable place, and was selected by the sagacity of the aborigines, as the richest land and the most central abode for the maintenance and diffusion of their power, and here for a long time they held their secret council fires, and the six confederated Indian bodies, the Mohawks, Onondagas, Senecas, Oneidas, Cayugas, Tuscaroras, became the terror, not only of the weaker tribes of natives, but also of the white man.

The name of *Onondaga* is a pure Indian word, and means a swamp at the foot of the hill, or a place between two hills. *Sacandaga* is swamp or marsh. These, like all their names, are sonorous, descriptive, and strictly characteristic, and should be preserved with religious care and veneration. The French gave these tribes the name of *Iroquois*. They were never subdued until the expedition, during the revolutionary war, under the command of General Sullivan, when they were crushed, and the haughty spirits of the confederates thoroughly subdued, and the tribes scattered. A small remnant of them still linger in this valley, and are reluctant to quit the abodes of their ancestors, but they are fast fading under the influence of intemperance and idleness.

The site of the present city of Syracuse has been cleared but a very few years since the Erie Canal was laid out, but it has within ten years risen with giant

strides from an inconsiderable hamlet to its present importance, at the expense of its suffering neighbours, Salina and the Onondagas ; but this is only temporary, as a few years of prosperity is destined to fill this central saline valley even to overflowing with population and wealth.

Through the centre of this county, farms sell at from twenty-five to forty and sixty dollars an acre, under good cultivation. Wheat gives twenty, and maize thirty bushels the acre, aided by gypsum. Pine and hemlock, with deciduous trees, densely covered the northern part of the county ; in the centre and south, beech, maple, and bass wood. The stumps that remain attest the depth and exuberance of the soil. For gardens, nothing can be better than the rich vegetable matter that is here found.

The red saliferous sand-stone underlays the marsh and swamps, plain and lake, and forms a brim around the last. The shoal waters and marsh rest on this margin, while the deep waters are within it, to the depth of sixty or seventy feet. The lake has been lowered two feet, the marshes drained, and this place rendered much healthier in consequence.

Salina, one and a half miles north of Syracuse, is on a plain near the centre of the marsh, with Onondaga Creek near it, and here are seventy-seven of the salt manufactories, and the head salt spring that supplies the works here, and Liverpool, and Syracuse, the water being conveyed in subterranean logs. The brine is forced to the top of a reservoir eighty-five feet high, by pumps driven by the surplus water of the Oswego Canal, at the rate of three hundred gallons per minute for distribution. Solar evaporation produces the coarse salt, and boiling the fine. Four hundred cords of wood per day are here used for this purpose. In the evaporating process, a low roof that is movable so as to shove off, to admit the rays of the sun, or to cover the vat during rain, admits of the deposition in a few days of the crystals that form, and are removed when matured.

There are one hundred and thirty-three salt manufactories, three thousand four hundred and twenty-three kettles and pans of the capacity of 339,775 gallons, and over a million and a half of superficial feet of *vats* for solar evaporation.

Onondaga Hollow, and *Onondaga West Hill* are separately referred to on the stage route. (See p. 71, and index.)

The county court-house and public buildings, clerk's office, &c. are at Syracuse, it being a village incorporation, is on both sides of the Erie Canal, with every thing well arranged for business, concentration, and comfort; has an Episcopal, a Presbyterian, a Methodist, and a Baptist church. The Onondaga Salt Company, and the Syracuse Salt Company, each with a capital of one hundred and fifty thousand dollars for making coarse salt, fifteen salt blocks or nests of kettles for making salt by fire.

The *Onondaga Creek* rises in Tully, twenty-eight miles south, giving good water power, runs through the village, over which the canal is carried in a stone aqueduct of four arches, each of thirty feet span.

Oswego Canal and river, reaching from Syracuse, north to Lake Ontario, is a varied and lively scene, changing from river to canal in agreeable succession, pleasing the eye, from its pure blue green water, and the expansions and contractions of the river, and its winding course.

Much of the land along the stream, remains in its natural wild state, but near Oswego the hand of improvement is evident as we come suddenly in view of the village on both sides of the Oswego River, and the bridge over it 7000 feet in length, and many large stores and manufacturing establishments.

A pier or break-water, that cost \$93,000, and is 1,250 feet long, protects the harbour that has a depth of 10 to 20 feet. Here is a main railway, the streets are 100 feet wide, there are 600 dwellings, 1 Presbyterian, 1 Episcopal, 1 Baptist, 1 Methodist, 1 Catholic,

and 1 Congregational church, an academy, the Oswego and Commercial bank, with an aggregate capital of 150,000 dollars each. The fort being on the opposite, and light-house on the *mole*, to guide to the entrance of the harbour.

The military works were formerly occupied by the French and English in succession, by whom they were formerly coveted similar to Fort Niagara. Steamboats ply to the various ports on the lake between Ogdensburgh, Kingston, Sacketts Harbour, Oswego, Toronto in Canada, the mouth of the Genesee near Rochester, Queenston, and Lewiston, and offering every facility to numerous travellers and strangers to vary their route either by railroads, canals, or steamboats.

A small packet-boat plies to Salina every hour, fare twelve and a half cents. Many strangers here prefer to leave the Erie Canal and go to Oswego, and thence by steamboat on Lake Ontario to Niagara, by way of variety. There are two receiving or turning basins in Syracuse and Salina, for the accommodation of the salt and other boats.

Soon after quitting Syracuse is a lock of six feet fall, and in a mile and a quarter, another of six feet rise, and in half a mile we pass through *Geddes*, as before mentioned, winding along in sight of the small Onondaga Lake, six miles in extent and one broad.

Bellisle, on the canal, is a small hamlet of fifteen dwellings, six miles from Syracuse, and *Amboy* is on the Nine Mile Creek, or outlet of the Otisco Lake, seven miles from Syracuse, and has twenty dwellings, a mill, &c. *Camillus*, also on the same creek, has fifty dwellings, four stores, three taverns, a grist, saw, carding, and cloth-dressing mill. Near the village is a quarry of gypsum, the first treasure of that kind found and used in this State by Canvass White, Esq., engineer on the Erie Canal, the son of Judge White, of Whitestown. A feeder one and a half miles long is here formed to connect with the Erie Canal.

At the *Otisco*, or Nine Mile Creek, six miles from

Geddes, is an aqueduct and lock of eleven feet rise, and six miles beyond is *Canton* village, fifteen miles from Syracuse, and has fifteen dwellings, three stores, and two taverns. *Canton* is the half way village between Albany and Buffalo, one hundred and eighty-three miles each way, and seventy-five from Utica. — The *Otisco Lake* is four miles long and half a mile wide, and sends forth a powerful stream, the Nine Mile Creek.

Amber is near the lake, has a Methodist church and twelve dwellings. *Otisco Centre* has a Presbyterian church, fifteen dwellings, two stores.

At *Peru* are a few scattered dwellings, a store, &c. on the canal, and at *Jordan*, six miles beyond, is a lock of eleven feet fall, and an aqueduct over the Skaneateles Creek of three arches, one hundred feet long. Here are one hundred and fifty dwellings, a Methodist and Presbyterian church, three grist and three saw mills, sash and pail factory, clothing works, distillery, twelve grocery and other stores, two drug, and one tannery.

Cross Lake, is a basin or reservoir, five miles long and two wide, through which the Seneca River passes, in a low swampy district, whose surface is three hundred and seventy feet above tide. It is a mile or two north of the canal.

For Skaneateles village and lake, see stage road, p. 72. At *Elbridge*, three miles south, are Indian remains on a hill, of three acres in extent, with a ditch and wall of earth. Here are sixty dwellings, three mills, three taverns, three stores.

The next six miles introduce us to *Weed's Basin* or *Weedsport*, seven miles north of Auburn, eighty-seven from Utica, and twenty-six from Syracuse; has one hundred and twenty dwellings, three forwarding houses, a Presbyterian and a Methodist church, eight stores, three taverns, one furnace, one saw mill. This is a sort of port and landing, and embarkation for *Auburn*, and all that part of Cayuga County. Stages are in waiting to take passengers. (For Auburn, see stage

road p. 73.) *Centreport* has twenty dwellings and a grocery, a short distance beyond the preceding place.

Port Byron, three miles west of Weedsport, on the Erie Canal, has 140 dwellings, 1 Baptist church, 5 stores, 2 taverns, 2 grist, 4 saw, and an extensive merchant's mill, 1 distillery, 1 tannery, 1 carding and cloth-dressing mill. Here is a lock of 9 feet fall, and an aqueduct over the *Owasco Creek*, of stone, of four arches of twenty feet each. Here are dry docks, and large boat-houses, for building and repairing ; and in four and a half miles we pass through a lock of 9 feet fall, and in one and a half miles are at another of 7 feet fall, on the level of Seneca River. At *Montezuma* or *Lakeport*, there are 40 dwellings, several groceries, a collector's office for canal tolls, 3 taverns, 1 store. About one mile west of the village are the Cayuga or Montezuma marshes. The canal-boats for passengers time their arrival and departure to meet the lake steamboat to and from Ithaca at the head of the lake thirty-six miles south. The width of the lake is 4 miles, and its area 80 square miles. A ferry-boat plies across at Genoa, King's ferry. The shores of this lake are beautifully disposed to please the eye in going on its surface, or travelling on its borders. (See p. 74.)

The salt works at Montezuma, before alluded to, are near by, but are not very productive or profitable. It is seven miles from this, south, to the Cayuga bridge. The railroad from Auburn to Rochester is completed.

From Montezuma we cross the Cayuga outlet by a tow-path bridge, and over the marshes, and then strike in by the valley of Clyde River, in a north-west direction for five miles, when we are in *Wayne County*, in the township of Galen, and at a lock of 9 feet rise. We continue on for five miles in the same direction till we arrive at *Clyde Village*, and a lock of five feet rise. Here are one hundred neat-looking dwellings, a Presbyterian, a Methodist, and a Baptist church, many stores and forwarding houses, a cylinder window-glass factory,

2 grist, 2 saw, and 1 cloth-dressing mill, a tannery, and a school, and 3 taverns. This is eight miles east of Lyons. *Lock Berlin*, on the canal, has a lock of 7 feet rise, 10 dwellings, store, tavern, and smithy, and a Quaker meeting. Thence four and a half miles brings us to *Lyons*, the capital of Wayne County, and to a lock of 6 feet rise, and to a change from the north bank of the Clyde, by a considerable detour round the base of a hill, passing the *outlet* of the *Canandaigua Lake*, that here comes in from the south, and uniting with *Mud Creek*, forms the *Clyde River* for 43 miles to the union with the Cayuga outlet, at the marshes. At the confluence of Mud Creek and the Canandaigua outlet, and on the north bank, Lyons is situated, and has two hundred and fifty dwellings; many of them and of the stores are of brick, spacious, and are fast increasing. It is situated on a plain bounded north and east by limestone ridges of gradual ascent, that gives a fine panoramic view of the village, the vale to the south-east, and of the confluent streams. Here is a Presbyterian, a German Lutheran, and a Methodist church, a brick courthouse and jail on a public square, a bank, capital \$200,000, 20 stores, 5 taverns, 2 printing offices, a furnace, 1 flouring, 1 grist, 1 saw mill, 1 carding and cloth dressing mill.

The canal of half a mile from the Canandaigua outlet on the south side of the river, gives a fall of 9 feet and a large volume of water; the greater portion is yet unemployed. A bridge is made to cross at this point.

Alloway, three miles south of Lyons, on the Canandaigua outlet; has 2 flouring, 2 saw, 2 carding and cloth dressing mills, two distilleries, 1 store, 2 taverns, 1 Baptist church, 30 dwellings. It has a good water power.

The Erie Canal now crosses by an aqueduct and a lock of 10 feet rise, over to the south bank of Mud Creek, and in 4 and a half miles are 4 locks, of 8 feet rise each, and is one-fourth of a mile from Miller's Basin.

Eleven miles more bring us again alongside of the Mud Creek, at *Palmyra*, a town or village, of 250 dwellings, 3 large canal basins, a Presbyterian, Episcopal, Methodist and Baptist church, an academy, a brewery, 2 tanneries, 12 general stores, several groceries and druggists, a grist and saw mill, a printing office — 13 miles from Canandaigua, 29 from Rochester by canal, 22 by road.

In one and a quarter miles from Palmyra the canal again crosses, by an aqueduct, to the north side of Mud Creek, and in two and a half miles a lock of ten feet lift, and three quarters of a mile, a second also of ten feet lift, in Macedon. Nine miles more bring us to *Fullam's Basin*, in *Perrinton*, Monroe county, through a marshy tract. At Fullam's, at the extremity of the ridge, is a warehouse and tavern. It is sixteen miles from this to Rochester by canal, and only eleven by land, and stages are in waiting for those wishing to cut across; but no traveller should omit seeing once at least the *great embankment* over *Irondequoit Creek*, that in four miles is now passed nolens volens in two miles beyond Hartwell's Basin.

This stupendous embankment of earth is seventy-two feet above the creek, and is two miles long, thus carrying the wondering and astonished passenger in mid air, far above the meadows below, that may be viewed as a map. The construction of this work was one of great expense to the State, and the cause of much anxiety to the engineers, as to the results.

A lock of eight feet rise is passed, and then in two miles we arrive at *Pittsford*, a town of one hundred dwellings, six miles southeast from Rochester; has a Presbyterian, a Baptist, and a Methodist church, a saw mill on the canal lock, four stores, three warehouses, one tannery. Oak openings begin to appear in this and in Perrinton, as a new feature.

Blossomville has a post-office, a plaster mill, a Presbyterian church, a store and tavern, and fifteen houses.

In six and a half miles we meet, at a chain of five

locks in Brighton, a rise of thirty-seven feet and a half, and are at the beginning of the second, or *Genesee Long Level*, of sixty-five miles, that extends westward to Lockport in Niagara county. In three miles we cross the feeder of two miles long, that comes from the rapids, and are in the city of

Rochester,

the capital of Monroe county. It is a port of entry for the Lake Ontario, Genesee district, in north latitude 43° — has 2,500 dwellings, many of three and four stories high, of brick, and a population of about 17,000, embracing all the mechanic arts and professions. The residences of many of the inhabitants indicate wealth, taste, and comfort, having court-yards, shrubberies and gardens attached.

The settlement dates from 1812; the incorporation from 1834. There are five wards, a court-house and jail of stone, six large hotels, fourteen churches, (two of correct and attractive architecture,) of all sects, an arcade of six stories, containing the post-office, athe-neum, a hotel, and various other offices. There is a savings bank, and three banks with an aggregate capital of \$950,000, seven newspapers, (two daily,) three bookstores and binderies, and a host of merchants, traders, forwarding and commission houses, grocers, and mechanics of all kinds. The streets are wide, and paved, and drained. Three bridges connect the east and west parts of the city, besides the great *aqueduct*, *eight hundred feet* long, on eleven arches.

The manufacture of flour is here the business of primary importance, from the well known and unequalled facilities yielded by the falls in the Genesee River, *two hundred and seventy-one feet*, from this to the lake, that, at the English valuation of water power, would be \$9,718,272. This power is but partially employed at present; there are 24 flouring mills, with about 100

run of stones, that can make 60 to 100 barrels each per day, equal to 5,280 a day, or 1,746,000 per year. 400,000 have been produced, amount \$2,700,000.

There are eleven large saw mills, nine large machine shops, that use water power for turning, stone cutting, grinding dye-woods and bark, grain for distilleries, &c., making edge tools and carpets; of these marts of labour and industry, the Globe is the most extensive and curious, a cotton and three woollen factories. The value of capital invested in mills and machinery is about \$750,000, and that required for conducting at \$2,000,000, and the returns at three millions and a half; amount of merchandise sold annually, over two millions. Exports by the lake, near a million.

The situation on the canal and river, and with the various railroads branching like arteries to various directions, and pulsating with the most active commerce, and alive with passengers, and the canals with boats and merchandise, impresses one with a vivid belief in the general prosperity.

The Tonawanta railroad of 32 miles to Batavia, is described at p. 79. A short railroad also extends to Port Genesee, seven miles, and to Charlotte; and another one from *Scottsville*, a village of 120 houses, four churches, five mills, 15 miles south on the river, up the valley of Allen's Creek, through Wheatland, 10 miles and then to *Caledonia*, and will be eventually to Le Roy, and west to Batavia, for the benefit of the farmers and millers on the route, and to connect with the canal from *Rochester* to Olean, on the *Alleghany* River. This canal pursues the valley of the Genesee on the west bank, keeping along the edge of the low grounds near the base of the hills, to be above inundation, but avoiding the too great sinuosities, and crossing the Genesee by an aqueduct at Mount Morris to the east side, from whence it goes south to Olean, on the *Alleghany*, (a branch leading off to the southeast, up the valley of the Canasoraga Creek to Dansville, and to Bath and Painted Post, to unite with the Chemung Canal at Newtown.)

The Genesee is navigable for small boats 53 miles to Mount Morris, and a steamboat plies to Avon, 20 miles.

The lake steamboats come up to Carthage, 2 miles north of the Erie Canal, near the falls. Here are 60 dwellings, and an inclined plane from the landing-place to the warehouse 160 feet above, with machinery, the steps are 237; the railroad from the city ends here. The bridge of one arch of 352 feet cord, and versed sine 54 feet, summit 196 feet above the water, length 718, width 30 feet, was put up in 1819, and fell down in 1820, with a crash, after a heavy loaded wagon and four horses, and a gig had just crossed. It cost \$27,000.

There are two grand falls of the Genesee: the first, about a quarter of a mile below the aqueduct, is 96 feet, in three distinct sheets; and below this the river is broad and deep, with occasional rapids for a mile and a half to the second fall of 20 feet, thence it extends for 400 feet over a rough bed, and gathers its waters for the last and final leap of 103 feet perpendicular; thence are rapids to the head of sloop navigation; the ravine throughout, from the upper to the lower fall, being a deep, narrow, rocky gulf, of over a hundred feet deep; the country on both sides being even to the lake shore, and in going from east to west, no indication is given of an approach to such a deep indentation in the surface of the earth until we are close upon its brink, and in this particular it conforms to the features of the Niagara below the falls to Lewiston and Queenston.

Genesee Valley Canal, and the Upper Falls of the Genesee River.

Rochester to Olean, on the Alleghany River, 107½ miles, besides branch to Danville of 18 miles, and two feeders of 5 miles. This Herculean construction, requiring hitherto an expenditure of over four millions, and that before its completion may amount to six millions of dollars is an inducement to travellers on reaching Rochester, to diverge from the route to Niagara to

behold the rich valley of the Genesee for 50 or 60 miles south and the wonderful combinations of nature and art that are comprised in the vicinity of Nunda, Portageville and the upper falls of the Genesee in the county of Alleghany.

• The motives that originated this expensive and unprofitable project in 1834-6, with those then at the helm of State government, were to acquire a new channel of trade and transportation with the great States west. But there is such a thing as buying gold too dear, and not realizing the anticipations of an ardent or too excited imagination.

Avon, on our route, 20 miles to the south of Rochester, may be reached by either steam or canal boats that afford daily facilities to that point, though small boats proceed up the river for 36 miles to Mount Morris, at the great Dam and lateral branch canal, leading up the valley of the Canaseraga Creek southeast for 18 miles to Dansville, in Livingston county, near the northwest corner of the county of Steuben; and intended to be prolonged down the valley of the Conhocton, or Canisteo, to reach the Chemung Canal at Corning, in the southeast corner of Steuben county, and the railroads and canals in Pennsylvania.

Avon Mineral Springs are of high repute, and of fashionable resort, having several hotels or boarding houses in the vicinity and others in the village, the scenery also being very attractive. As *sulphur springs*, these waters are præminent, issuing from limestone rock, that discharges in a limped gushing stream, over 50 gallons a minute, at the temperature of 45 degrees Fahrenheit. Analysis of one gallon, exhibits carbonic acid 5, sulphuretted hydrogen 12 cubic inches; carbonate of lime 8 gr., sulphate of lime 84 gr., sulphate of magnesia 10 gr., muriate of soda, 18 gr., sulphate of soda 16 gr. It is used internally and by baths.

Genesee is the Indian name for *Pleasant Valley*, and it is eminently so, being of remarkable fertility, depth, and richness of alluvial soil. The *big tree bent* con-

tains 1200 acres, owned by the Wadsworth family, descended from the first Connecticut settlers here in 1790. They now own a princely domain of several thousand acres.

From Rochester to Mount Morris, the canal rises 70 feet, and has 8 locks and forms the *first* division; hence it winds around the southern base of Mount Morris in a western direction towards Nunda. The village of Mount Morris has 3 churches, (Presbyterian, Episcopal and Methodist,) 3 taverns, and about 100 dwellings, and the usual variety of stores, and is pleasant in its arrangement.

The aspect of the Valley of the Genesee that up to this place has to the eye been level, and of exuberant richness, now changes as the Canal at the *Shaker settlement*, $4\frac{1}{2}$ miles south of Mount Morris, for one mile takes the valley of the Casequa Creek, and in a short distance are 17 locks of 12 feet lift, and an excavation through the Casequa ridge of 3,146 feet long, 25 to 75 feet deep, 32 feet wide at bottom, and 348 feet at top, producing 600,000 cubic yards of excavation in clay, gravel, and quicksand! itself a most gigantic work. Hence, the canal is conducted along the verge of lofty perpendicular cliffs, in a winding direction to Portageville, five miles from the vast excavation described. The river being deeply embosomed amid the limestone rock by its sinuous course, worn in its ages of rapid descent. The surface from Nunda to Portageville being clothed thick with Pine trees, is wild, gloomy, and of dreary aspect, if the usual public road is followed.

Portageville occupies a deep vale at an angle formed by a sudden bend of the river, the canal passing near, and also immediately crossing the river by an aqueduct 444 feet long, and 50 feet above the stream. Deep rock cutting, 56 to 65 feet, is here encountered for some distance, and at one spot it is 134 feet, where the treacherous material caused infinite expense and trouble.

The *Tunnel* through sandstone rock is next passed, 1180 feet in extent, 27 feet wide, and 27 feet high;—

arched throughout with brick. This tunnel required 25,000 cubic yards to be blasted at an expense of four dollars per cubic yard.

Directly over this tunnel, 100 feet above, is erected in most appropriate rude Gothic style, all in excellent keeping with the scenery around and in sight, the fanciful mansion of the tunnel contractor, the late Mayor of Rochester, E. Johnson. A huge oak tree in the centre of an octagon room of 60 feet diameter, supports the radiating beams of the mansion, that is two stories high and named Harnby Lodge. It is on a plain, near the chasm, containing the tumultuous river that has a deafening roar, as seen to shoot down the two falls of 76 and 110 feet, producing the finest effect imaginable from moving waters, foam and spray, compressed in a rocky dell; perhaps the best view of the falls are obtained on the west side, one-fourth of a mile above the centre falls, where the side walls are 200 feet high. The doors, windows, and ornaments of the Lodge, and some of the chairs and other furniture are formed of distorted limbs or trees, truly picturesque in appearance; a curiosity and a study, worthy of imitation — better here than a Grecian temple of classic elegance.

The traveller having satiated his curiosity and viewed the combination of the wonders of the vicinity of Portageville, the Falls, and Hornby Lodge, and the Tunnel, can wend his way back to Rochester, unless disposed to continue on towards Olean, as the ensuing 20 miles continues the ascent and has a rise of 92 feet in 10 locks; a feeder is here drawn from the river, and a new channel formed for the Genesee and a lattice bridge erected.

We now approach the summit level of 11 miles up the valley of Black Creek, where are 25 locks and a rise of 244 feet. From this it descends 80 feet by 9 locks and reaches the Alleghany in $31\frac{1}{2}$ miles at Olean, whence arks and boats can descend the Ohio and Mississippi to New-Orleans and the Gulf of Mexico, or thread the

mazes of the Red River and the Arkansas, the upper Mississippi and Missouri.

Immense reservoirs, to supply the summit level, are formed on Ischua and Oil Creeks. The former is made by a dam across the valley 1600 feet long at top, 365 broad at the base, and 75 feet high; the basin forming an area of 576 acres, a capacity of 588 millions of cubic feet. The Oil Creek dam is 1000 feet long, 285 broad at base, and 55 feet high. Near the head waters of Cattaraugus Creek, 20 miles west, are four small lakes that, if required, can be tapped and brought in as feeders.

The canal is 26 feet wide at bottom, 42 at surface, 4 feet deep. Camposite locks 90 feet long, 15 wide. The *summit* is 982 feet above the Erie Canal, and 11 miles long. Lockage on the Dansville branch 83 feet.

The *Aqueduct at Rochester* is a splendid structure of stone, 850 long, 27 feet high, 9 piers 75 feet long, cost \$500,000. The canal is thus upheld or carried above the impetuous body of the Genesee river to the opposite shore on a level above the rushing stream that is here of the width of 450 feet.

The entire descent of the Genesee, in $2\frac{3}{4}$ miles near the city, is 226 feet, viz. 96, 20, 75, and 35 of rapids. Below the last descent, at Carthage, the navigation is unimpeded to Lake Ontario 4 miles.

Above Rochester it is practicable to ascend the river for 70 to 90 miles by the tortuous stream according to the stage of water; its utmost wanderings in this state perhaps 125 miles. The three falls at Nunda being 60, 90, and 110 feet; the entire descent from head waters will be about 500 feet. The attitudes or high peaks 1600 feet above tide. From this cluster of elevated slopes or roofs may be traced on a large map the remotest web-like fibres of waters that have their outlets in the Chesapeake, Mississippi and St. Lawrence.

The vast lavish expenditures by the State of New-York, of its power and immense resources, to extend its

canals and benefit and attract commerce to its numerous marts, are here displayed to advantage to the admiration of the traveller ; and by pursuing the canal that leads up the rich vale of the Genesee, smiling in fertility, to Portage and Nunda, where are concentrated the utmost human efforts, science and engineering skill, to counteract and overcome the baffling, rudest features of the wildest nature. The traveller that can devote a day or two should seize the present opportunity, while in the vicinity, to behold such gigantic and remarkable works of art.

Steamboats that ply from Niagara along the south shore of the lake to Oswego, and Sackett's Harbour, and Ogdensburgh, also look into this river, and land and receive passengers. The ridge road from this to Lewiston is 80 miles, parallel with the lake shore, and either by this or some other mode, (of steamboat to Niagara River, or of canal to Lockport, or any way that will bring the traveller in such a direction to this frontier, as that he may catch the first view of the cataract in going up, either from Lewiston or Queenston,) the traveller should approach Niagara till the spectacle suddenly bursts upon him in all its panoramic glory, when beheld in front, or coming from the north. In our opinion this is preferable to making the approach from the rear, or south, and then coming round to the front.

There are six basins or stopping places at short distances between Rochester and Brockport, viz : King's, six and a half miles ; Webber's, two and a half beyond ; Kilborn's, one and a half ; Spencer's, one and a half, within a mile or two of *Parma* on the ridge road ; then Webster's, one ; Bates', two, at the embankment over Salmon Creek ; Cooley's, two and a half ; *Brockway* or port, two and a half. This is a town of 300 to 400 houses, many of them of three and four stories high, of brick or freestone, seven or eight commission warehouses, taverns, stores, in the customary abundance

and variety; one Presbyterian, one Baptist, and one Methodist church, of stone and brick, with steeples, also an Episcopal congregation, five schools, a large college building of five stories high, a grist mill, two tanneries, and machine factory. This is a large wheat purchasing mart.

At the end of the next five miles occurs the *Holley embankment* of 76 feet high above the creek, before entering the village that contains 70 dwellings, many of brick, on six streets, a Baptist and a Presbyterian church, 3 mills, a furnace, a woollen factory for making flannels and cloths, besides stores and taverns.

Sandy Creek, at the junction of the two main branches, has 4 mills, 4 stores, 3 taverns, 1 tannery, and 25 dwellings. North Murray has a Baptist church, two stores, a tavern, and 10 dwellings. Scio, on the canal, six miles east from Albion, has a Methodist church, a mill, store, a tavern, and 20 dwellings. Smith's Basin is six and a half miles west of Holley, and is the half-way basin. Gaines' *Basin*, one and a half miles north of Albion, has 12 dwellings, a warehouse, and 3 stores. Gaines' Village has 50 dwellings, 3 miles northwest of Albion, 2 churches, 2 taverns, 4 dry goods stores, 1 tannery, 1 ashery.

Fair Haven, two and a half miles north of Albion, has 15 dwellings, a store, tavern, and Universalist church.

Otter Creek embankment is 55 feet high, and in one and a half miles is another long embankment at Clark's Brook of 15 feet high, and in three miles is the Fish Creek embankment, and an arched road-way under the canal. The *village* of OAK ORCHARD is two and a half miles off to the right, on the ridge road, and has 10 dwellings, two taverns, a store, 1 grist and 2 saw-mills.

The *aqueduct* over Oak Orchard Creek has an arch of 60 feet span, and here comes in a feeder of half a mile long. The Oak Orchard Creek has a fall near the canal of 30 feet near Medina. The Oak Orchard rises on the table land, south 35 miles, and runs north towards

Lake Ontario, and joins it at Fish Bay. It flows through the great Tonawanta swamp, that is 25 miles long, east to west, and two to seven in breadth, an area of 50,000 acres, and occupies the submerged land south of the highest ridge 400 feet above Ontario. In rainy seasons this swamp is flooded deep, and drains but slow. An open aqueduct or feeder of four and a half miles is cut through marsh, and part of the way through solid rock, by which the *upper waters* of the Tonawanta, that would otherwise be absorbed in the Niagara, are now diverted in part to the north, and led to the Oak Orchard Creek, that through the marsh was sluggish, and before this tapping of the Tonawanta, was in the summer of no importance; its mass has now been greatly increased, and is made use of for hydraulic purposes, as after breaking through the barrier on the north it is rapid, and has a smooth rocky bed, and in leaping over the ridges, forms some beautiful cascades.

Albion, the capital of Orleans County, has grown up since 1823, is on the canal near the centre of the county, 35 miles from Rochester, 50 from Buffalo, 28 from Lockport, 18 from Batavia, and 10 south of Lake Ontario. It has 220 dwellings of brick and wood; some are large and neat. The public square is decorated by a court-house of brick with the county offices; a Presbyterian and a Methodist church, and a school for females. It has a bank, capital \$200,000, thirteen dry goods, one book, one hardware, two drug, and many other stores, also tanneries, ashery, grist, saw, cloth and carding mill, a furnace, five taverns, various mechanics, nine lawyers, five physicians, two newspapers.

Medina is 10 miles west of Albion, and has 250 dwellings, a Presbyterian, Baptist, Methodist, and Episcopal church, 10 dry goods, a brewery, a tannery, a carding, and cloth dressing mill, a shingle factory, 3 taverns, a high school, a seminary for ladies, a newspaper, &c. This is a business-like and growing village. *Eagle Harbour*, three miles west of Albion, has 15 dwellings, a Methodist church, three stores, and a warehouse.

Barre Centre, three miles, and South Barre, six miles south of Albion, have 25 dwellings each. Knowlesville, on the canal, six miles west of Albion, has a Baptist and Presbyterian church, 30 dwellings, 4 dry goods, one drug store, a tannery, an ashery, 2 taverns. Shelby's Basin, on the canal, 13 miles west of Albion, has a Universalist church, a tavern, tannery, two stores, 12 dwellings.

Servos' Basin is 46 miles from Rochester, and in one quarter of a mile is the embankment over the middle branch of Oak Orchard Creek.

Middleport, near the east line of Niagara county, 12 miles from Lockport, has 40 dwellings, 3 warehouses, 4 stores, 2 taverns, 1 Methodist church, and an embankment over the west branch of Oak Orchard Creek. *Gasport*, on the canal six miles east of Lockport, has an inflammable spring which rises in the canal basin; it has a few dwellings, a tavern, store, and warehouse. One and a half miles west of Middleport is the embankment over Johnson's Creek, 25 feet high, and in three miles onward is the embankment over Eighteen Mile Creek, 20 feet, and in one mile is a basin.

Eight miles from a basin, Royalton, brings us along the foot of the mountain ridge to Lockport, the termination of the long western level of 65 miles from this to Perrington beyond the Genesee. The natural ravine that here forms an oblong or horse-shoe amphitheatrical basin of six acres, embosoming and sheltering the expansion, is a most remarkable *finale* to this end of the long level; and if this ravine had been made by the aid and ingenious labours of man, by blasting and hard knocks, at an expense of millions, that in such an event it must have cost, it could not even then have received a better shape and adaptation to its purpose as the magnificent terminus to the long level, and the still more stupendous portal as cut through the rock of 60 to 90 ft. that introduces us to the rocky barrier that admits us to the upper lakes.

The two long levels on the canal, and the Lockport basin, the Wat Hoix gap on the Mohawk, and per-

haps other places and remarkable features, no doubt conduced to aid the ingenuity of man in completing this Herculean undertaking of tracing and excavating for 362 miles, a channel to unite the waters of the lakes and the ocean by the deep majestic link of the Hudson and Mohawk.

Lockport,

the capital of Niagara County, is founded upon the summit and the base of the terrace or rocky ridge, that stretches from Lewiston heights on the Niagara, eastward towards the Oneida Lake. In 1821 its site was a farm, and was then surveyed and divided into city lots, and the incorporated limits of one and three quarters by one and a half miles, cover an area of 1,680 acres, and is composed of an upper and lower town or terrace. There are 500 houses, and 6,000 inhabitants of all grades, and the usual variety of professions, trades, and employments. A railroad of 20 miles here extends to Niagara Falls.

Its buildings, both public and private, are of the excellent stone that is here quarried ; such is the court house and jail, and some of the nine churches or meeting-houses. There is an academy, and one seminary for males, and one for females, and many select and common schools, several hotels in good repute, a bank, capital \$100,000, a lyceum, for literary and scientific purposes, a library, two bookstores, and numerous dry-goods stores and groceries.

The flouring business here also takes precedence, there being four large mills with 24 run of stones that make annually 47,000 barrels of flour, worth \$235,000. The great abundance of water derived from Lake Erie, that is brought through the deep cut to the brow of the ridge, and all around the basin, is used in part for the following mills and factories, viz. one for sawing stone, one cotton and one woollen factory, two double gang saw-mills, five single saws, one machine shop, two fur-

naces for forging and working iron, one set of machinery for making barrels, one window sash factory, one carding and cloth dressing mill. There are four wagon makers, and one coach maker, six turning lathes, two chair factories, ten smiths, two gun smiths, two tin, copper and sheet-iron workers, three newspapers. The waste water of the above mills, and of the five combined or double locks of the sixty feet mountain ridge, after it has fulfilled its hydraulic operations in its descent to the basin, is there retained by a dam across the ravine, and forms the head or fountain to fill the long or sixty-five mile level, and as such is chiefly relied on, though the Oak Orchard, the Genesee, and other feeders are useful in their place.

The upper village is about 80 feet above the level of the basin and long level of the canal, and this leads to many picturesque and pleasing sites, in disposition of houses, water, &c.

In moving up in a boat to the head of the basin to enter the chain of double locks that are arranged in the most massive style, side by side, in huge chambers, with stone steps in the centre, guarded by iron railings on both sides for safety and convenience, the gates of the lock are closed after the boat is in the chamber, and the roaring and sudden influx of the water from the lock above, in three or four minutes raises the boat to the level of the next lock above, and this is repeated five times, the adjoining side lock being, perhaps, employed in letting a boat pass down the lock to the basin and canal.

The boat having in this manner risen up 62 feet in five lifts, the passenger is astonished to contemplate before him a vista of several miles, bounded on either hand by walls of the solid limestone rock, 25 to 30 feet high, and very appropriately called the Deep Rock Cutting at Lockport, and this continues for several miles south, but gradually diminishes in height as the rock dips under the soil, when we emerge at Pendleton, through a guard lock into the dark waters of the Tonawanta Creek, that by means of a dam at its mouth of four and a half feet, that backs the water and raises it

to a level with Lake Erie, is, for twelve *miles* from this, as still and sluggish as a canal, and is 120 feet wide and 16 feet deep, with a tow-path on its south bank, and in this 12 miles is only a descent of one foot. This creek is the boundary of Niagara and Erie Counties, and rises in the south part of Genesee, and has a course of north-north-west and west, for more than 80 miles to the Niagara River, opposite Grand Island and the new village of *Tonnawanta*, with its mills and 20 houses, &c. From the dam here are outlet locks from the Erie Canal to the Niagara River. The East Boston Company, proprietors of Grand Island, are interested in this place, and also own *White Haven*, on Grand Island, where they have 50 families and 200 workmen, a steam grist mill and saw mill 150 feet square, with room for 15 gangs of saws, a building used for school and church, a wharf, and a dock for floating timber.

Ellicott's Creek comes into the *Tonnawanta* just above the dam.

Turning round to the south and leaving the *Tonnawanta* behind, we advance along the banks of the clear blue Niagara, (here 100 rods in width over to Grand Island) on the one hand, and the higher banks of the Erie Canal on the east, passing the Long Meadows at Two Mile Creek, and in 6 miles are at the lower end of Black Rock Harbour, and the sloop lock and mills, Skajocketa Creek, and Squaw Island, and the mole, then 1 mile to Black Rock, 1 to the upper end of the mole at Bird Island, and 1 and a half to *Buffalo* city, the queen of the lakes.

Black Rock has 350 dwellings, is 3 miles from *Buffalo*, and is opposite the village of Waterloo and Fort Erie, (in ruins.) The *River Niagara*, or more correctly perhaps, the St. Lawrence, is here near 1 mile wide and 25 deep, and has a current of 6 miles an hour, is of a sea green colour, and has a ferry to the Canadian shore. The mole, a crib 18 feet wide, filled with stone, that extends from Bird Island north, and forms the harbour, (88 to 220 yards broad,) is 4,565 yards long,

nearly parallel to the east shore thus forming a narrow, but secure refuge inside of the break-water, of an area of 136 acres, and raising the water at the lower part of the dam 4 feet, that could be used for 100 mills, that no drought or season could ever affect. There are now 1 flouring mill, 1 grist of two run, 2 saw, a stave, and carding and fulling mill, 1 iron foundry and steam-engine factory, a distillery, and grinding mill, and at Squaw Island, a saw and shingle mill, and a glass factory.

A railroad of 3 miles on the low bank at the harbour's side leads to Buffalo, and the railroad from Buffalo to the Falls of Niagara is on the upper bank. The town plat embraces 1,212 acres. In the mania for speculating in 1836, an association purchased the property of P. B. Porter, of 400 acres of land, house, factories, water power, &c. for \$300,000. The State of New-York formerly owned a mile in width along the frontier, from Lake Erie to Ontario, that was not sold to the Holland Company.

The floor of the lake at the water's edge on the Canadian shore, near Fort Erie, where the waves and surf act with full effect, and where the indraught towards the river is very strong, is of limestone, extending by a gradual slope into the lake towards Buffalo. The desolating effects of war are yet visible on the walls of this fortification; some of the iron *pills* are still to be seen, deeply fixed in the thick limestone walls that are blackened with smoke. From this position is a fine view of the lake, and of Buffalo, Black Rock, and of the American shore; and in proceeding from Black Rock by the upper town towards Buffalo, is a still more extensive view of the grandeur of the lake, and of its iron-bound shores on the south, to the utmost extent of vision.

The Erie Canal continues on from the Black Rock harbour 114 chains to Little Buffalo Creek, in the heart of the town, with lateral branches through the lower town.

A *mole* and *pier* of wood and stone extends 1,500 feet

into the lake from the south shore of the creek, and at the extremity of the pier is a light-house 46 feet high, 20 in diameter* at base, of yellow sandstone. Vessels of 8 feet draught can enter this harbour, a mile in extent, and remain secure. A ship canal 80 feet wide and 13 deep, near the mouth of the creek, extends for 700 yards.

The approach to this city of the lake is, either by land or water, quite imposing, as its domes, turrets, steeples, and the successive streets and lake craft, are developed to our view; and when it is considered that all we behold here has arisen from the industry and the labour of man within 10 or 20 years, it is gratifying to any philanthropist as being the result of our free institutions.

A marine hospital and railway are erected.

Buffalo and Black Rock have a supply of water by a canal coming from the creek four miles above the city to its eastern limits, that has attracted to its borders a considerable population engaged in manufactures.— Steamboats for Detroit and the intermediate ports, and for Chippewa and the Falls, go daily. Much inconvenience to the trade on the canal, and to the commerce of Buffalo, is occasioned by the ice, that in April, or later, blocks up the harbour for several weeks, and this can, perhaps, only be obviated in part by continuing the canal along the lake shore to Dunkirk or Portland, near the western border of the State. The great railroad from Dunkirk through the southern range of counties to the city of New-York, about 400 miles long, that is now in progress, is another cogent reason why this canal should be continued to the same terminating point.

For description of Buffalo, see p. 82 and 83.

The increase of water is to be derived from Lake Erie from more width or slope; the cut at Lockport in rock 30 feet originally is now 62 feet wide, with vertical sides.

Feeders from Black River, and other sources, are relied upon for a steady supply of water on the middle division of the canal.

Boats can now carry 100 to 150 tons. There were 3,700 boats registered in the office of the Comptroller in 1840; two-thirds being in activity in the regular season, with 10,000 men, and horses in proportion; travelling in 1839, 4,778,850 miles.

There were at first 82 lift locks; now 74 double or twin-like side by side—the line of canal has been straightened and 8 locks omitted; the cube of water is 70 feet at top, 42 at bottom, 6 deep; locks 110 by 18—aqueducts, doubled; embankments faced with stone. The lockages on the Erie Canal are 25,962 in 228 days of navigation, equal to 114 daily, under the old system; not then even one-third its capabilities. It remains to be seen what the double locks and the enlarged trunk can accomplish, aided by new cuts and straightening the line, reducing the locks and some of the levels near Jordan.

Many vistas are now presented on the canal of great beauty near the Mohawk, and on the long levels of wide straight sections, or of graceful curves, with masonic constructions of bridges or slopes, or low protection walls, much improved from the early attempt.

The Erie Canal cost	\$ 7,738,501
N. Y. State debt in 1841	14,905,370
N. Y. State resources in '41, are ass'd	
value real estate, ...	517,723,170
Do. personal, ...	121,449,830
Total	639,173,000
(The city of N. Y. real estate, ...	231,258,964
Do. do. Personal	74,787,580)
The U. S. deposite School and Litera-	
ture Fund is	\$6,513,347
Nett Canal revenue	1,250,000
Salt works	150,000
Auction duties	175,000
Treasury fees	65,000

The ride along shore from Black Rock to Niagara is beautiful and eminently interesting ; the cerulean body of the Niagara river ; the islands, girt with trees of rich foliage, and the intense excitement and gayety of our approach to the grand cataract of the western world, produces new and strong emotions in most susceptible minds. The continuation of this ride to Lewiston gives increased interest in the picturesque effect, and various new points of view, besides the Falls and the furious workings of the boiling torrent of waters, through the severed walls of natural masonry for six miles, passing with such velocity, that the eye may detect an elevation, or ridge, in the centre of the overwhelming mass.

The WHIRLPOOL, 2 miles below, where the leaping body of the deep Niagara, at a sudden angle of the rocky, lofty ramparts, receive a new direction in its course, is a most astonishing exhibition of fearful grandeur and sublimity. The traveller should behold this, not only from the elevated bank, but from the waters' edge, to see the ceaseless whirl of this *Maelstrom* of fresh water.

From the heights of Lewiston and Queenston, the boundless, glittering expanse of Lake Ontario, 334 feet lower than this position, and the deep forest that skirts the base of the heights, and reaches to the lake, with the river here issuing from its wild frightful career, and severe rocky enclosures above, into a placid surface, but full of majesty as a straggling giant, as it glides peacefully on its way to be lost in the depth of Ontario, presents one of the grandest scenes that can be contemplated.

Welland Canal.

This was the first canal made to connect Lakes Erie and Ontario by a navigation suitable for sloops, schooners, and steamboats.

From the mouth of Grand River, which empties into Lake Erie, a towing path continues up the stream 128 chains, thence up Broad Creek 70 chains, thence by a thorough cut through an extensive marsh 10 miles, thence down Mile Creek 2 and a half miles, until it intersects the river Welland, into which it descends by a lock of 8 feet lift, thence a towing path of 10 miles, and thence the canal takes a northerly direction to Lake Ontario, winding up a ravine 66 chains, with from 8 to 12 feet cutting, to a guard gate to control the admission of the water of Lake Erie; thence commences the deep cut through the ridge, which is here an almost abrupt height of 30 feet above the canal bottom, then gradually rises to 56 feet 6 inches in a distance of 106 chains; then gradually descends in a distance of 28 chains to 30 feet, when it abruptly breaks off in another ravine — the entire distance through this cut is 1 mile 54 chains, averaging about 44 feet cutting, to the depth of from 12 to 18 feet from the surface; it is composed of clay with a small mixture of sand, and below this a tenacious blue clay. From the termination of the deep cut to that part where the mountain descends, the distance is 4 miles and 23 chains, the land is undulating, and composed alternately of ridges and ravines, running from east to west at right angles to the canal; the ravines are generally below bottom level, and by an embankment on the west side of the canal they afford large and spacious reservoirs, embracing in all 2 miles in length. From the last lock the canal continues in a ravine 53 chains, gradually descending by 4 locks of 22 feet width, thence 1 mile and 55 chains it curves round the brow of the mountain to the left, and again to the right, for the purpose of extending the distance, to admit a pound between each lock, and maintain the same gradual and easy descent: there are 17 locks in this distance, and 60,000 yards of rock excavation, which is all that was met with between the lakes.

From this the canal enters another ravine to Saint

Catherine's, a distance of $2\frac{1}{2}$ miles, in which there are 12 locks of 22 feet width ; the banks are high, and the same easy descent is maintained ; through this is turned the mountain descent, as in a distance of 4 miles and $72\frac{1}{2}$ chains, from lock No. 1 ; there are 32 locks with a declination of 322 feet, their dimensions are 100 feet in length and 22 feet in width, in the part calculated to pass vessels of 123 tons burthen from this to Lake Ontario, a distance of five miles, the canal continues most of the way in the bed of the main branch of Twelve Mile Creek. There are 3 locks in this space, (including the one at the harbour) 32 feet wide and 125 feet long, for the purpose of admitting steamboats from Lake Ontario. A large and commodious harbour is constructed at this place, by throwing an embankment 17 chains long, between two high ridges, and raising the water 6 feet, which covers an area of 300 acres, capable of containing all the vessels of lumber which may be required for ages to come. The entrance is protected by 2 piers, extending into the lake, one 200, the other 350 yards. The general dimensions of the canal are 8 feet depth of water, and 26 feet width at the bottom, with a slope of two to one, which gives surface of water of 58 feet.

Welland Canal. The first idea of all canals, is suggested by the direction of natural water courses ; but in no instance have we ever seen the route of any canal more plainly laid down than through this peninsula.

The Welland River is a large stream, peculiarly adapted for an extensive navigation, being from 12 to 18 feet in depth, and from 3 to 4 chains in width. It divides the peninsula, discharging into the Niagara river $2\frac{1}{2}$ miles above the Falls, and extends with almost a dead level from 30 to 40 miles west.

The Thousand Islands in the St. Lawrence.

The *Thousand Islands* number from *seventeen hundred* to *two thousand*, and vary in size from *ten miles* in length to those of a *rood* square. Wells Island is the largest of the group, and forms what is called the Upper Narrows, the passage bringing vessels within pistol shot of the island. They occupy more than twenty-five miles in the river, which in some places is more than 10 miles wide. They are little else than rock, with occasional patches of fertile land; their sides are in many parts perpendicular rocks 30 feet in height, with abrupt shores and great depth of water. They are generally covered with dense forests and thick underbrush; and the passages between them are narrow, winding, and often rocky. It is scarcely possible to conceive of a place better formed by nature to afford a secure retreat for freebooters than this cluster of islands, and in the Canadian revolt of 1837—8, they were the rendezvous and hiding places of the Bill Johnson gang that destroyed the British steamboat Sir Robert Peel, and committed other atrocities, and for a time set the authorities of the United States and Canada at defiance.

The French name of this group is *Mill Isle* — they are of granite, while the continental shores are of horizontal limestone, transition, and flætz. Carlton and Grand Island or Wolf Island, belong to Canada: Grenadier and Fox Islands are also of some importance — *Cape Vincent* is at the foot of Lake Ontario on the S.E. side, directly opposite to Kingston — Galloop island and Stony island are off to the west of Sackett's Harbour, or the bay that receives the Black River, Chaumont Bay. Ducks or Hungary Bay, between the Black River Bay and Cape Vincent, is a deep irregular indentation, containing one or more islands. The village of Chaumont, or the small stream of that name, that enters on the N.E. side of the bay, was named from and after M. Le Ray de Chaumont, the owner of large and valuable tracts of land in this county.

There is a ferry from Cape Vincent across the branch of the lake, or rather the St. Lawrence, to Grand Island, of a mile or more in width ; and over the island the road leads N. W. for about 8 miles to a landing opposite Kingston, U. C.

Amherst Island is a large and fertile island of 12 miles by 7 in extent, west of Kingston, and is the principal one in Lake Ontario, being somewhat aloof from the main group of smaller inlets or rocks called the Thousand Islands, and separated from Simcoe's and Squaw Island, Pigeon Island and Grand Island, by a width of the lake of 5 to 8 miles.

The *Bay of Quinte*, a very irregular *fiord*, or arm of the Lake, is 50 miles in extent, very narrow, and abounds in wild fowl and fish, nearly surrounds Prince Edward Co., as there is only a portage of a mile or so from Willers' Lake on the south, across the isthmus to the Bay of Quinte near the western extremity. The bay is very deep and the shores bold — 12 fathoms or more in the channel. There are roads laid out in various directions across the *Presque Isle* of Prince Edward Co., and the rides in various directions, present many picturesque views. A sail through the Bay of Quinte in the summer season, is very delightful. A water communication, only used by canoe, &c. leads from its western end to Rice Lake, Shallow Lake, Simcoe Lake, and by a series of portages into Lake Huron, and affords in its windings a safe and secure harbour from the storms that agitate the lake at times. The soil around the bay is very fertile. The main channel or dividing line between the U. States and Canada, runs S. of Grand and Carleton Islands.

Carleton Island is opposite Lyme in Jefferson Co. is several miles in extent, and has a good soil, and a severe winter climate with secure harbours. During the war of the revolution a fort was erected on this island, and it was an important military & naval depôt & rendezvous for the British forces, sent to capture Oswego and Fort Stanwix in 1777 — but in 1789 the public stores were

removed to Kingston, a corporal's guard only being left on the island till 1812. The fort is now in ruins and may be traced over 3 or 4 acres of ground. It stood on a promontory 50 or 60 feet above the waters' level, and had a fosse or ditch excavated from the solid rock with great labour, as also was the well to a depth of 70 or 80 feet. The fort commanded each channel of the St. Lawrence, and was named after Sir Guy Carleton, a British officer and Governor of Canada.

Grand Island, between Cape Vincent on the south, and Kingston on the north, 18 miles long, contains 30 to 40,000 acres of land, and was formerly supposed to belong to the United States; but the Boundary Commissioners of the United States and Canada awarded it to the latter. Its position on the eastern part of the lake at the commencement of the Thousand Islands, and forming a barrier to the tumultuous waters of the deep lake, and its frontier aspect and intervention render it a prominent object as we navigate these waters and enter upon the *fairy scene* of 50 or 60 miles from this to Ogdensburgh. Some sportive or playful freak of nature has here thrown together in beautiful and endless variety on the smooth blue bosom of the St. Lawrence or Irondequois, a wilderness of islands both large and small, that, as they breast the clear rapid interminable current of the magnificent stream, almost seem to float in air; the round, green, exquisitely clothed and well wooded surfaces of evergreens, and shrubs of an emerald hue, flit before us as we insinuate our course in the magic channel between its constant turnings varied and tortuous windings, and seemingly inextricable labyrinths; the scene changes, enlarges or contracts, one holds the breath in fear and enchantment, at the apparent peril of the scene in our impetuous course amid such narrow threatening barriers of rock on either side, that are skillfully avoided by the skipper in command as he penetrates the wonders of the Magellanic strait, and breathless enchantment at the sudden and unlooked-for extrication from the *Scylla and Cha-*

rybdis dangers that appear to environ the stranger and navigator in the mazes of destruction, only to introduce him in a moment to a spectacle, so magical, so varied in its groupings and changes, its aspects and features, and exhibiting such an infinity of diversified views as we may be proceeding up, or down stream, at different periods, or seasons, in sunshine or in cloud, that we are absorbed in silent admiration, at the varied powers of nature.

A LIST OF
THE PRINCIPAL PLACES ON THE CANAL,
 AND THEIR
 DISTANCE FROM EACH OTHER,
As adopted by the Canal Board.

Erie and Junction Canal.

NAMES OF PLACES.	DISTANCE FROM				
	Place to place.	Albany.	Utica.	Rochester.	Buffalo.
Albany, ...	0	0	110	269	364
Port Schuyler, ...	5	5	105	264	359
Washington, (Gibbonsville,)	1	6	104	263	358
West Troy, ...	1	7	03	262	357
Junction, ...	2	9	101	260	355
Cohoes, ...	1	10	100	259	354
Lower Aqueduct, ...	3	13	97	256	351
Willow Spring, ...	6	19	91	250	345
Upper Aqueduct, ...	7	26	84	243	338
Schenectady, ...	4	30	80	239	334
Rotterdam, ...	9	39	71	230	325
Phillip's Locks, ...	5	44	66	225	320
Amsterdam, ...	3	47	63	222	317
Schoharie Creek, ...	5	52	58	217	312
Smithtown, (Auriesville,)	2	54	56	215	310
Caughnawaga, (Fultonville,)	3	57	53	212	307
Big Nose, ...	7	64	46	205	300
Spraker's Basin, ...	2	66	44	203	298
Canajoharie, ...	3	69	41	200	295
Fort Plain, ...	3	72	38	197	292
Diefendorf's Landing, ...	3	75	35	194	289
Minden Dam, (St. Johnsville,)	2	77	33	192	287
East Canada Creek, ...	4	81	29	188	283
Indian Castle, (Nowandago Creek,)	2	83	27	186	281
Fink's Ferry, ...	3	86	24	183	278
Little Falls, ...	2	88	22	181	276
Rankin's Lock, (No. 7,)	3	91	19	178	273
Herkimer Lower Bridge, ...	4	95	15	174	269
Herkimer Upper Bridge, ...	1	96	14	173	268
Fulmer's Creek, ...	1	97	13	172	267
Morgan's Landing, ...	1	98	12	171	277

NAMES OF PLACES.	DISTANCE FROM				
	Place to place.	Albany.	Utica.	Rochester.	Buffalo.
Steel's Creek,.....	1	99	11	170	265
Frankfort,.....	2	101	9	168	263
Ferguson's,.....	6	107	3	162	257
Utica,.....	3	110	0	150	254
York Mills, (Wetmore's,).....	3	113	3	156	251
Whitesboro', ...	1	114	4	155	250
Oriskany, ...	3	117	7	152	247
Rome, ...	8	125	15	144	239
Wood Creek Aqueduct, (Fort Bull,)	2	127	17	142	237
Hawley's Basin, ...	2	129	19	140	235
Stoney Creek, ...	1	130	20	139	234
New London, ...	2	132	22	137	232
Higgins', ...	4	136	26	133	228
Loomis', ...	2	138	28	131	226
Oneida Creek, (Durhamville,).....	3	141	31	128	222
Canastota, ...	5	146	36	123	218
New Boston, (Canasarağa,).....	4	150	40	119	214
Chittenango, ...	3	153	43	116	211
Pool's Brook,.....	3	156	46	113	208
Kirkville, ...	2	158	48	111	206
Little Lake,.....	2	160	50	109	204
Manlius, (Reel's,).....	2	162	52	107	202
Limestone Feeder,.....	1	163	53	106	201
Orville Feeder, ...	2	165	55	104	199
Lodi, ...	5	170	60	99	194
Syracuse, ...	1	171	61	98	193
Geddes, ...	2	173	63	96	191
Belleisle, ...	4	177	67	92	187
Nine Mile Creek, ...	1	178	68	91	186
Camillus, ...	1	179	69	90	185
Canton, ...	5	184	74	85	180
Peru, ...	2	186	76	83	178
Jordan, ...	4	190	80	79	174
Cold Spring,.....	1	191	81	78	173
Weedsport, ...	5	196	86	73	168
Centreport,.....	1	197	87	72	167
Port Byron, ...	2	199	89	70	165
Montezuma, (Lakeport,)	6	205	95	64	159
Lockpit, ...	6	211	101	58	153
Clyde, ...	5	216	106	53	148
Lock Berlin, ...	5	221	111	48	143
Lyons, ...	4	225	115	44	139
Lockville,.....	6	231	121	38	133
Newark,.....	1	232	122	37	132
Port Gibson,.....	3	235	125	34	129



1841

CHAMPLAIN RIVER



1841

PASADENA FALLS

NAMES OF PLACES.	DISTANCE FROM				
	Place to place.	Albany.	Utica.	Rochester.	Buffalo.
Palmyra,.....	5	240	130	29	124
Macedonville,.....	4	244	134	25	120
Wayneport, (Barrager's Basin,)....	3	247	137	22	117
Perrinton, (Lindel's Bridge,).....	2	249	139	20	115
Perrinton Centre, (Col. Peter's,)....	2	251	141	18	113
Fairport,.....	1	252	142	17	112
Fullam's Basin,.....	1	253	143	16	111
Bushnell's Basin,.....	3	256	146	13	108
Pittsford,.....	3	259	149	10	105
Billinghast's Basin,.....	4	363	153	6	101
Lock No. 3,.....	2	265	155	4	99
Rochester,.....	4	269	159	0	95
Brockway's.....	10	279	169	10	85
Spencer's Basin,.....	2	281	171	12	83
Adams' Basin,.....	3	284	174	15	80
Cooley's Basin,.....	3	287	177	18	77
Brockport,.....	2	289	179	20	75
Holley,.....	5	294	184	25	70
Scio,.....	4	298	188	29	66
Albion,.....	6	304	194	35	60
Gaines' Basin,.....	2	306	196	37	58
Eagle Harbour,.....	1	307	197	38	57
Long Bridge,.....	2	309	199	40	55
Knowlesville,.....	2	311	201	42	53
Road Culvert,.....	1	312	202	43	52
Medina,.....	3	315	205	46	49
Shelba Basin,.....	3	318	208	49	46
Middleport,.....	3	321	211	52	43
Reynold's Basin,.....	3	324	214	55	40
Gasport,.....	2	326	216	57	38
Lockport,.....	7	333	223	64	31
Pendleton,.....	7	340	230	71	24
Weich's,.....	2	342	232	73	23
H. Brockway's,.....	4	346	236	77	18
Tonnawanta,.....	6	352	242	83	12
Lower Black Rock,.....	8	360	250	91	4
Black Rock,.....	1	351	251	92	3
Buffalo,.....	3	364	254	95	0

Champlain Canal.

NAMES OF PLACES.	DISTANCE FROM		
	Place to place.	Albany.	Whitehall.
Albany,.....	0	0	73
West Troy,.....	7	7	66
Junction,.....	2	9	64
Waterford,.....	3	12	61
Mechanicville,.....	8	20	53
Stillwater Village,.....	4	24	49
Bleecker's Basin,.....	2	26	47
Wilber's Basin,.....	2	28	45
Van Duzen's Landing,.....	5	33	40
Schuylerville,.....	3	36	37
Saratoga Bridge,.....	2	38	35
Fort Miller,.....	3	41	32
Moses Kill,.....	3	44	29
Fort Edward,.....	5	49	24
Glenn's Falls Feeder,.....	2	51	22
Baker's Basin,.....	1	52	21
Smith's Basin,.....	5	57	16
Fort Ann,.....	4	61	12
Comstock's Landing,.....	4	65	8
Whitehall,.....	8	73	0

Whole distance Erie Canal,.....363 miles.
do. do. Champlain Canal,..... 64 do.

Route and Expenses from New-York to St. Louis.

New-York to Albany, ...	50 cents to	\$2 00
Albany to Buffalo, by Erie Canal, in packet boat, ...	do.	15 00
" " " in line boat, ...	do.	9 00
Buffalo to Erie, by steam, ...	do.	3 00
Buffalo to Ashtabula, by steam, ...	do.	4 50
Buffalo to Cleveland, Ohio, by steam, ...	do.	6 50
Erie to Beaver, on the Ohio, by stage, including food, ...	do.	5 50
Beaver to Cincinnati, by steam, ...	do.	10 00
Cincinnati to Louisville, by steam, ...	do.	3 00
Louisville to Shawaneetown, by steam, ...	do.	6 00
Louisville to St. Louis, by steam, ...	do.	12 00

Steamboat Route to St. Louis, via Lake Erie, &c. above 1200 miles.

From Buffalo to Dunkirk,.....	45 miles.
Portland,.....	60
Erie,.....	90
Salem,.....	120
Ashtabula,.....	235
Grand River,.....	165
Cleveland,,.....	195
Huron,.....	245
Sandusky,.....	260
Detroit,.....	330
Mackina,.....	600
Green Bay,.....	750
Chicago,.....	900

Stage coaches go from Chicago to St. Louis, 320 miles.
do. to Galena, Wisconsin, is 160
miles, time 2 days and nights, stage fare \$12 to \$15.

Resources of Pennsylvania.

SUMMARY OF STATE WORKS.

	<i>Miles.</i>	<i>Cost.</i>
Railroads in operation,.....	118	\$6,034,429
Canals, do.	655	21,351,822
Canals unfinished,.....	113	4,140,439
Railroads, do.	23	666,664
Interest on unfinished works,.....		3,304,304
Total,.....	1,009	35,497,658

SUMMARY OF COMPANY WORKS.

	<i>Miles.</i>	<i>Cost.</i>
Company Railroad completed,.....	610	\$19,454,060
Private, do. do.	105	165,000
Company do. not finished,.....	63	1,933,836
Company Canals completed,.....	380	13,212,973
Total,.....	1,158	34,765,709
Total of Canals and Railroads in Pennsylvania,.....	2,167	\$70,263,503

Value of real estate, of all descriptions in the State, including State works, farms, buildings, &c., estimated at.....	\$1,400,000,000
Personal estate, do.	700,000,000
Total,.....	\$2,100,000,000

ANNUAL PRODUCTIONS.

Agriculture, ...	\$126,620,617
Manufactures, except iron,.....	43,151,843
Iron and Manufactures of Iron,.....	21,254,133
Anthracite Coal mined,.....	5,000,000
Bituminous do. do.	4,000,000
Total,.....	\$200,025,593

The public debt, \$36,331,000, is a trifle in this rich and powerful Commonwealth. We can pay it in a single year.

Cost of Railroads in the State of New-York and Distances on the various Lines.

	<i>Miles.</i>	<i>Cost.</i>
1st. Albany to the Eastern border of New-York,.....	39	\$ 600,000
2d. Albany to Schenectady,..	15	1,100,000
3d. Schenectady to Utica,...	78	1,968,022
4th. Utica to Syracuse,.....	58	1,017,731
5th. Syracuse to Auburn,....	26	600,000
6th. Auburn to Rochester,...	79	1,500,000
7th. Rochester to Batavia,...	32	400,000
8th. Batavia to Buffalo,.....	40	500,000
	367	\$7,685,753
9th. Schenectady to Saratoga,	21	\$297,237
10th. Troy to Ballston,.....	23½	450,000
Troy to Schenectady,....	15	
Troy to Greenbush,.....	6	
Buffalo to Niagara, ...	23	110,000
Buffalo to Black Rock,..	5	7,500
Niagara to Lockport,....	20	175,000
Long Island to Greenport,	90	1,500,000

	<i>Miles.</i>	<i>Cost.</i>
Harlem to White Plains,	25	1,500,000
Hudson and Berkshire,..	33	500,000
Catskill to do. ..	22	
Ithaca and Owego,.....	29	
Bath to Crooked Lake,..	5	
Rochester to Port Genesee,	30,000	30,000
Port Kent to Keesville,..	4½	
New-York and Erie,....	450	10,000,000
		\$12,650,590

Railroads in Massachusetts.

	<i>Miles.</i>	<i>Cost.</i>
Boston to Worcester,.....	44	\$1,940,000
Worcester to Springfield,.....	54	2,000,000
Springfield to West Stockbridge,..	64	3,235,000
West Stockbridge to Albany,....	39	estimate 1,500,000
	201	\$8,675,000

Average cost per mile, \$43,962. Gross income from passengers, \$682,387 — from freight, \$342,240. Nett income, \$589,751.

The *main trunk*, or grand *artereal current* of travel from East to West from the Atlantic Ocean to the great Lakes, is 530 miles in extent: all this has been completed within ten years, and a large portion in less time, since the grand discovery and perfection of steam locomotive power, as applied on iron rails.

For rapid travelling, the American public prefer the new system of *cars* and *steam*, rather than *steamboats*, where they come in opposition; but where a choice is offered, at equitable prices, it is desirable to sustain both for competition and enjoyment of scenery.

From the Niagara river to the eastern border of the State of New-York, 367 miles; the cost of this grand connected series of iron rails has been \$7,685,753; this added to the central line that pervades Massachusetts, as above, costing \$8,675,000, forms a total of \$16,360,000.

The width of the track is four feet eight and a half inches. The State of Massachusetts lent its credit to the extent of six millions to perfect this arduous work, that, from the expensive deep rock cutting heavy embankments and constructions of solid masonry, proved much more costly than other portions. The six railroads in Massachusetts have yielded a nett income on their cost of $8\frac{1}{3}$ per cent. for one hundred and sixty-one and a half miles of road.

Route from Albany, Troy, Ballston and Saratoga, to Lake George, Ticonderoga, and Whitehall.

The capital macadamized road of six miles, that leads by the side of the Erie Canal and the Hudson River to Gibbonsville, and past the United States arsenal to West Troy, six miles, is one of the best roads in the State, and cost \$90,000. The *Arsenal* is comprised within a very extensive plot of ground, bisected by the Erie Canal, and adjoining the main road, and consists of several fire-proof edifices, and large stores of small arms, and the various munitions of war, ordnance shops, &c. : this is one of the most important national depôts, and is worth a moment's time of the traveller to behold, as the armory always contains an immense stock of small arms, arranged in glittering and imposing manner, and the relics of the revolutionary parks of artillery, and of some presented by the king of France, Louis 14th.

West Troy has grown up rapidly, and is a suburb of Troy, and with it identified in interest and prosperity, containing 500 dwellings and 3,300 inhabitants, employed principally in manufactures, with a bank of a capital of \$150,000. There is an India rubber manufactory, and several operations carried on that derive water power from the surplus waters of the Erie and Junction Canals, that by a side cut have an outlet here into the Hudson, and across the river to Troy, and the inter-

course by means of ferries and the rail-road bridge is constantly kept up.

One of the sprouts of the Mohawk passes under the bridge that leads from West Troy to Tibbitt's Island. The lower ferry near the arsenal, leads across the Hudson, here one eighth of a mile wide, to Washington street and the foot of Mount Ida on the east bank, 300 feet high, from which is one of the finest views and panoramic scenes on the Hudson. The mansion and grounds of John Hart and —— Wilson occupy the summit, and George Tibbits the next one north.

The middle ferry, passing beyond Liberty and Division streets, lands at Ferry-street, and penetrates the central part of the city to the east. The next streets in a parallel direction to the last, are in succession, Congress, State, Albany, Elbow, Grand; the two latter extending east past the Rensselaer Institute, established by the late patroon, Stephen Van Rensselaer, Esq., for gratuitous education, by A. Eaton.

The next in order are Federal-street, and the rail-road bridge, Jacob, Hutton, and Hoosick streets; from the latter, the capital macadamized road leads out north-east to Bennington in Vermont, 28 miles, and the company that constructed it have the grant of laying rails on the same, connected with the rail-road to Brattleboro', on the Connecticut River; thence is a road to Lowell, on the Merrimac, making a new route to Boston.

The next streets north of Hoosick are Vanderheyden, Jay, Rensselaer, and North, (east of which is Mount Olympus, 120 feet high,) then Middlebury, Canal, and Dow-streets, and the water-works on the north, and the *State dam* of nine feet high, extending across the Hudson, and backing the water to Lansinburgh and Waterford, with locks of a size to pass sloops.

River-street is the principal thoroughfare next to the Hudson, and contains the principal warehouses, stores, and shops, and some HOTELS: the *Mechanic*, the *Troy*, and *Mansion* houses; the two latter on Albany and River streets, the *Franklin*, corner of Elbow-street, and

Washington Hall, corner of Grand and Division-streets, and *Stearn's*, near King-street, and the *Northern Hotel*, between Jacob and Hutton, River and Second-streets, the *American*, and the *National*.

Next to River-street on the east, are streets named from First to Seventh-streets, and on First-street is the bank of Troy, the Presbyterian and Scotch Presbyterian churches, and on Second-street is the celebrated *Seminary for females*, so long and ably managed by Mrs. Willard, (lately retired, and succeeded by her son and daughter-in-law, Mr. and Mrs. John H. Willard, as joint principals, aided by 17 assistant teachers.) The terms are \$240 per annum. The *Episcopal and Presbyterian churches* are creditable and ornamental edifices, as is the *court house*, of marble, with pillars in the Grecian style.

Troy has a population of 20,000; 4 banks, total capital \$1,318,000, and 3 insurance companies \$800,000; 12 churches, (4 Presbyterian, 2 Episcopal, 1 Baptist, 1 Methodist, 1 Roman Catholic, 1 Bethel, 1 Friends, 1 Universalist,) a market and a jail, a lyceum of natural history and cabinet of minerals, an asylum for orphans, a house of industry, several daily and weekly papers, and many schools. The houses are of brick, there having been several large fires that have most used up the wooden ones; the streets are paved and ornamented with trees, and jets of water from the reservoir, that has a head of 75 feet, and supplies the city by iron pipes subterranean.

The warehouses fronting the Hudson are lofty, and the enterprise, activity, zeal, and public spirit manifested by the citizens of Troy, in competing with Albany for the steam-boat business, and the canal and river trade, and in rail-roads to the Springs, and roads to the interior, evince the stamina of wealth and perseverance.

As a residence either temporary or permanent, for business, pleasure, or health, it has much to recommend it. It is incorporated, and has six wards, a mayor, and 12 aldermen.

The first house built in the village of Vanderheyden, as it was called in 1707, yet remains, corner of River and Division-streets. In 1787 there were but four dwellings, and the ground was covered with oaks and pines. The Poesten and Wynant's Kill, coming from the east, have a descent of 400 feet in 4 miles, of which 270 are in the city bounds, and give great power, that is used for a variety of purposes, by four flouring mills (capable of making 100,000 barrels of flour yearly,) a woollen and cotton factory, nail and spike factory, and rolling and slitting, one paper mill.

Cascadilla, at the iron works one mile off, has 60 dwellings.

There are also air furnaces, a steam engine and machine factory, breweries, tanneries, four large tallow chandlers, famous for making the best tallow candles, two carriage factories, whose stages are seen all over the United States, bell and brass founderies, three plaster mills, two burr mill stone factories, a shovel and spade factory, a rope walk, bleaching and colouring works. There are 100 vessels owned in this place, and several of the largest steam-boats on the Hudson, that carry yearly 232,000 tons of freight, and 10 tow boats that carry 66,000 tons, 160 canal boats, of 30 to 40 tons each, belonging to the Troy line to bring produce to this city direct, 67 cotton and 40 woollen factories are within the range and influence of the Troy market to the east and north, and draw their supplies hence, and the water power that is still unemployed in this vicinity, that may be drawn from the Hudson and Mohawk, &c., is immense.

A pleasant walk may be taken along the banks of the Poesten and other kills, tracing them up to their summits, through narrow gorges or ravines, and cragged rocks, amid trees, and shrubs, and murmuring falls and cascades, wild, romantic, and picturesque.

The great slide or land slip that took place from the disruption of a hill to the east of, and immediately in the rear of Troy, in 1837, by which several lives were

lost, is well worth viewing as a matter of curiosity, and though the ascent, by toiling up Congress street, past Mr. Tibbit's, and thence to the right or south to Mount Ida, may be arduous, yet the view that will unfold itself to the eye is splendid, and cannot but be impressive.

The alluvial flats at the foot of the hill are from a quarter to half a mile wide, and the arrangement of the city plat is into blocks of 400 by 280 feet, intersected by allèys. Fifteen of the streets range north and south, and 19 east and west, and are 60 feet wide, gravelled or paved, and lighted.

Omnibusses and stages are continually passing between Albany and Troy, for a fare of $12\frac{1}{2}$ cents each passenger.

Lansingburg is three miles north of Troy, has 3,000 inhabitants, six churches, and 500 dwellings, principally on one street, and a bank. It is laid out in squares 400 by 260 feet, with alleys and wide streets, is opposite the mouth of the Mohawk; and the roar of the Cohoes Falls can be heard at night, and from the hills in the rear it can be seen at a distance of five miles west beyond Van Schaick's Island, where was the camp of the Americans before the capture of Burgoyne at Saratoga, in 1777, and here the army under Gen. Schuyler had intrenched, and were to have made a last and desperate stand, if the enemy had thus far advanced.

Famous good ale is here made by several establishments on a large scale, and there are 40 stores, much business, and many mills and factories. The communication with the towns below, by hourly coaches, omnibusses, &c. make this almost a suburb of Troy.

Waterford has four churches, 200 dwellings, population 2,000, and a bank with a capital of \$100,000, several flour mills and manufactories that derive their water power from the Mohawk; and here are three locks of 11 feet, uniting the Champlain Canal to the Hudson and Mohawk. The bridge over the Hudson to Lansingburg, of 800 feet long, cost \$70,000,

was carried away in the great storm and freshet of 26th and 27th of January, 1839. This is the extreme head of sloop navigation. The Cohoes Falls, on the Mohawk, that are elsewhere described, (see p. 104,) may be visited in a ride of three miles from this place, and the aqueduct over the Mohawk, and other scenes and points of importance.

The *Rensselaer and Saratoga Railroad* starts in Troy from the vicinity of the fashionable hotels, the 'Troy House, and the Mansion House, at the junction of Albany and River-streets, and goes through River to Frederick-street, and thence crosses the Hudson by a covered bridge 1,600 feet long, on eight piers of cut stone, 30 feet above high water, and 34 feet wide, with a water way of 180 feet between each pier, two of them resting on Fish Island, thence to Tibbit's or Green Island, and then assumes a direction to the north four and a half miles, passing over the delta and three branches of the Mohawk on bridges resting on substantial abutments of stone to *Waterford*; thence following side by side with the canal and the Hudson River for eight miles to *Mechanicsville*, a village of a few mills, and 60 dwellings; then crossing the canal, turns to the north-west up the valley, and past Round Lake in four miles, and in six miles from this, a creek, and for two miles it runs in close proximity to the Saratoga and Schenectady Railroad, and enters Ballston Spa, and there uniting with the other road, both trains pass on to Saratoga, after a few minutes halt to discharge those passengers desirous of remaining at Ballston for a few days to test the exhilarating qualities of its famous medicinal waters, and enjoy the fashionable society at the *Sans Souci* and the other hotels. Twenty-four miles from Troy, seven from Saratoga, 30 from Albany.

There are three churches, a reading room, a court-house, a jail, a six story brick building intended for a cotton factory, several mills, six hotels and stores, 180

houses, and 1,100 inhabitants. It is situated in a vale, and a small creek winds its way through the centre, and has a succession of cascades, where art has added to the picturesque effect.

The price of board is from three to eight or ten dollars a week. As there are two post offices in the town, travellers must be careful to have their letters and papers sent to *Ballston Spa*.

The *Stimpson Farm* in Galway, of 1,000 acres, is on a spur of a mountain 10 miles northwest of the Spa in Ballston; and as boarders are received by the proprietor, and the farm is celebrated as a pattern, and is withal situated in a position overlooking a large extent of country, a visit to it, in making a circuit through the neighbourhood, is recommended.

By his method, four tons of hay and 100 bushels of corn to the acre have been realized.

Galway Corners has two churches, four stores, 40 dwellings, and two public houses. West Galway, three miles further, has 20 dwellings, and a meeting-house for Quakers, Baptists, and Presbyterians.

A ride on the plains between the Green and Mayfield Mountains, is a favourite excursion with strangers.

The Sans Souci is the most prominent building in this village, and is of wood, with a front of 160 feet, and wings of 150 feet, and three stories high; that, with its broad piazzas, and court-yard tastefully embellished with trees and shrubbery, its neat lawns, clean and well kept gardens and grounds, makes an agreeable impression on the traveller as the train takes a sweep through the village, crosses the Kyaderasseras, and he alights at this splendid hotel.

The spring in the rear of the hotel, and that in the rear of the village hotel, and the original spring at the west of the village, contain, as essential ingredients, the carbonates of soda, of lime, iron, and magnesia; the tonic qualities of the iron, and the sparkling and enlivening influence of the fixed air that they possess in

an extraordinary degree, have a wonderful effect upon enervated, bilious, and debilitated constitutions.

Such is the salutary effect of these waters upon some, that an annual resort to them in summer is indispensable; but to strangers, prudence would dictate that the advice of a resident physician should always be obtained, as to the quantity and mode of taking them.

Ballston, or *Long Lake*, is five miles south of the Spa, and is a fine body of pure water, five miles in extent north and south, and one wide, and yields good sport to the votaries of old Isaac Walton; and the same may be said of other lakes in this county and vicinity, such as Saratoga, Round and Owl Lakes; the former is nine miles long by three wide, six south of Saratoga and six east of Ballston Spa; and at the taverns on the west shore of the lake are good accommodations, and the necessary equipments for fishing, fowling, or sailing. The border of the Saratoga Lake is marshy and accessible but in few places, but soon rises into elevated ridges amphitheatrically, with some cultivation. Snake hill on the east shore is 200 feet high, and intrudes into the lake three miles from the south end. The argillaceous and graywack slate composing its rock strata is remarkably contorted. The lake is supplied by the Kyaderasseras Creek that heads in the mountains a few miles to the north-west, its outlet is Fish Creek, that join the Hudson at Schuylerville eight miles east.

As the cars leave Ballston for Saratoga, the road curves to the north through the principal street over a bridge and an embankment, and then strikes off to the north-east over the creek, which course it continues to Saratoga. The line of this road of 21½ miles, passing the Ballston Lake as above described, is over a country so level as not to require an inclination of over 16 feet per mile; its cost, from its cheap construction, being only \$300,000, with engine, cars, &c.; the sills of wood with iron plates.

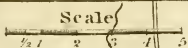
Saratoga Springs,

that are now so easily reached by railroad from Albany or Troy, are situated on a broad street, on which are the principal hotels, five churches and 250 dwellings. The hotels in most repute are the *United States*, an edifice of brick, 200 feet by 36, four stories high, with a wing of 60 feet on the north and three stories high, and another on the south of 100 feet by 50, with commodious parlours and bedrooms for families. The grand piazza in front extends and connects with that on the south and rear, and the ground and garden is most tastefully and pleasingly laid out, and admirably well kept, clean and attractive; the house can receive 300, and the dining and drawing rooms are capacious and elegant. There are about five acres attached to this establishment, with extensive stables, &c. The house is kept by Seaman and Marvin.

The *Congress Hall* is of wood, 200 feet in front and three stories high, with an attic, and has a wing of 60 and one of 100 feet. But the most striking and effective feature in this spacious edifice, and in the entire village street, is the ample piazza in front, and its pillars of wood entwined with evergreens in the happiest manner, with a flower garden in front of the colonnade, separated from the street by a neat railing. A pine grove and a garden in the rear are enjoyed from the back piazza. It is the nearest to the Congress Spring, the fountain of health, and has a gravel walk and shade trees leading thereto.

The *Pavillion* has a front of 136 feet, and a wing of 80, and one of 200 feet. The spring near is the most exuberant and delightful, spouting from a depth of 40 feet; yielding an excess of *carbonic acid gas*, soda, potash, and magnesia, with stirring, pungent, eructating, drastic effect.

A historical map of Ballston & Saratoga, Albany, showing the city, surrounding areas, and transportation routes. The map includes a scale bar from 1/2 to 5 miles, a compass rose, and labels for 'Saratoga', 'Ballston', 'Glowegee C.', 'Galway', 'Carters', 'Mill', 'Rail Road', and 'Saratoga Road'. The city of Ballston is marked with a star and labeled 'Ballston'.



Saratog

Scale

Road

Rail

Ballston

Mill

Ballston

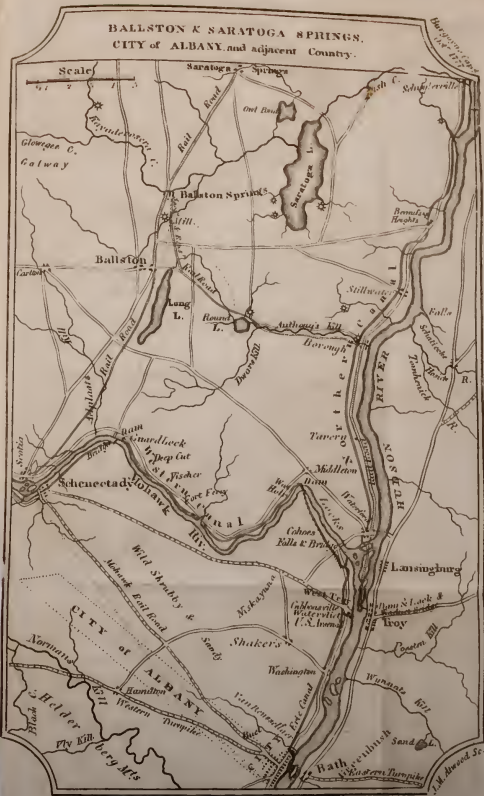
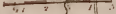
Rail Road

Carlton

BALLSTON & SARATOGA SPRINGS, CITY of ALBANY, and adjacent Country.

Barre's Copy
Nov 1772

Scale



J.M. Alwood Sc.

Union Hall, the American, and Adelphi, opposite the Congress, and the Columbian, south of the Pavilion, and the gardens attached, are ample and pleasant, and moderate in their charges.

The *Washington Hall*, a retired House in the north part of the street, free from noise and dissipation. Boarding may be had from four to twelve dollars per week.

Prospect Hall, one mile north-west, and Highland Hall, half a mile south of the Congress, may be resorted to in case of need.

The healing virtues of these waters to invalids was unfolded by the aborigines to their friend and patron, Sir William Johnson, in 1767, when he was borne to the spring on a litter; but by the use of the waters a few weeks, he was reinstated in health. At that time, bears, deer, wolves, and moose abounded, beaver and salmon trout sported in the stream, and the huts of the Indians were scattered in the valley.

In 1783, Gen. P. Schuyler came from Fish Creek and spent several weeks under a tent with his family, near the High Rock Spring, and in 1789 G. Putnam came in, and with him and his descendants, and other settlers of that day, began the permanent settlement and improvements that have continued to the present time.

The *High Rock Spring*, rising as it does in a circular aperture to a certain height in the interior of a dome-shaped rock, elevated several feet above the surrounding level, would in any part of the world be viewed as a remarkable curiosity; but when accompanied as it is by the emission of such a quantity of fixed air, the deadly carbonic acid gas of the laboratory of nature, with the mysterious and alarming effect upon animal life that it exhibits, great indeed must have been the astonishment of the early discoverers.

Even now its "grotto del cane," unseen cause, though understood and explained, is to the uninitiated a gap-

ing wonder, that will attract for ever thousands of pilgrims and worshippers.

In 1792, Mr. Gillman, a member of *Congress*, discovered the spring that bears that name, issuing from an aperture in the side of a rock that bordered the little brook that rises from the earth 50 rods west, and for several years it could only be collected in small quantities as it came from the rock, only to tantalize the eager and thirsty recipient. Attempts were made to excavate and search for its source, and for a time it was lost, and the goose that has since returned and placed its golden egg beneath, fled for a time from the eager and prying curiosity of man; but the sagacious Putnam, observing, after a lapse of events, signs of gas rising through the water of the brook, turned the stream aside, and by digging eight feet through marl and gravel, recovered the sacred fountain, placed a tube of plank ten inches square rising to the surface, from whence flows the precious fluid in abundance — one gallon per minute — and can be increased by lessening the pressure in the curb. The temperature is 50° Fahrenheit. The analysis of Dr. Steel gives, in a gallon of 231 inches of water, chloride of sodium or sea salt, 385 grains; hydriodate of soda, 3.5; bicarbonate of soda, 8.982; bicarbonate of magnesia, 35.788; carbonate of lime, 98.098; carbonate of iron, 5.075; silex, 1.5; total, 597.943 grains; and of carbonic acid gas, 311; atmospheric air, seven; total, 318 cubic inches.

The gas affects respiration near the surface of the fountain, and fish and frogs when immersed in the water perish. The water is used in a fresh gaseous state in making bread, or in preparing hot cakes, in which sour cream is a component, and forms an expeditious and palatable article. When first brought up from the tubes it is limpid and sparkling, but soon has a pellicle and sediment, and the glass has a stain. Four to six half-pints in the morning before breakfast operate as a

cathartic and diuretic, and give increased appetite and vigour.

There are 18 other springs that are all of nearly the same properties, and rise in the same valley, viz: the *Columbian Springs*, the *Washington*, the *Hamilton*, the *Flat Rock*, and the *High Rock*, the President, 30 rods north, the Red Spring, 70 rods north-east; the Barrel, the Walton, the Monroe, the Ten Springs, one mile east; Ellis', two miles south-west, issues horizontally, sparkling, clear, acidulous, and chalybate, and is esteemed for its iron; its temperature is 48°. The third in the list is in the rear of Congress Hall, and the next in the rear of the Pavillion, 100 rods north-east, under a small Chinese temple over the well, that is 15 feet deep, and curbed. The High Rock is 100 rods further north, and is composed of lime, magnesia, and oxide of iron, sand and clay; its height, four feet; circumference at base, 26 feet 8 inches; a line over the top from north to south, 11 feet 7 inches; and from east to west, 10 feet nine inches; from the top of the rock to the surface of the water, two feet four inches; depth of water, seven feet six inches; diameter of opening at top, 10 inches; and from this sky-light opening a person may look into the interior formation of the dome, from whence, no doubt, the water formerly issued and deposited its sediment equally around in this tuffa formation.

Bathing houses may be found at the Washington, Hamilton, Putnam, and Monroe Springs. The enormous quantity of fixed air that is contained in the water of the Pavillion and Congress, to the sum of more than its bulk, cannot be equalled by any others in the world, and to this it is indebted for its celebrity.

The amusements that a sojourner at Saratoga may enjoy, besides the rides to the lakes and falls within a few miles, and the regular balls and evening parties at the various hotels, consist in a subscription to the excellent library and reading room on the block north of

the United States Hotel. The library is possessed of several thousand volumes, and the reading-room supplied with 100 papers, periodicals, &c., and a register kept of the arrivals and departures of the vast concourse of strangers that throng this place in the sultry months of June, July, and August.

Mails from Boston, New-York, Philadelphia, Albany, arrive with great punctuality, and are closed daily at nine, A. M. The same caution should be used here as at Ballston Spa, in having letters and papers directed to *Saratoga SPRINGS*, otherwise they go to, and remain at the other Saratoga Post-Office, 12 miles distant.

The direct distance to *Sandy Hill* is $14\frac{1}{2}$ miles, or to *Glenn's Falls* on the Hudson 11 miles in a northeast direction, and to those desirous of viewing the splendid falls, Hadley's, Jessup's, Glenn's, and Baker's, that the pencil of Wall has sketched in the Hudson River Portfolio, it is suggested to those intending to continue on to the north to Lakes George and Champlain, Montreal and Quebec, that by hiring a coach at Saratoga it will be but a slight variation from their route, to proceed in the first place to the upper falls in the town of Luzerne, about 13 miles from Saratoga, past Jessup's Landing to the junction of the *Sacondaga* with the Hudson at Jessup's Falls, and then crossing the Hudson at Jessup's Landing near and above Hadley's Falls, and continuing on to Glenn's at the intersection of the road from the south to Lake George, and taking the best conveyances at Sandy Hill, the railroad cars, or stages, to Whitehall 22 miles, and the steamboat down the lake to St. John's, Canada, 122 miles; or else go from Sandy Hill or Glenn's Falls to Caldwell, at the head of Lake George, and by steamboat 36 miles to Alexandria, and ride to Ticonderoga, enjoying the ravishing scenes, that are unfolded to the eye of the delighted tourist on the lake, the very beau ideal of all that is picturesque and beautiful, and replete with scenes of the greatest historical interest to the well-read American citizen and patriot.

The *Sacondaga* branch of the Hudson River is about

80 miles long. Its sources are in an elevated mountain region, embosoming a system of lakes, the Piseker, the Oxbow, Round, and Pleasant Lakes, that may be reached by following up the Sacondaga valley from the fish-house in Broadalbin, and up to Lake *Pleasant*, the *Long Lakes*, and others in the wild central regions of Hamilton county, itself worthy of a distinct exploration on foot, and of a detailed description; the other branches of the Hudson will be alluded to hereafter.

Leaving Saratoga, and taking the road that leads east and crosses Fish Creek, the outlet of Saratoga Lake, we arrive in 8 miles at its junction with the Hudson, and on the arena where was enacted some of the most important events in the drama of the revolution; and we diverge in part from the regular route, to trace back the chain of military results that transpired in this vicinity.

An overwhelming British force under General Burgoyne had succeeded in penetrating from Canada into the heart of the State of New-York in powerful array, carrying in their progress the strong works at Crown Point and Ticonderoga, and arriving at Whitehall, the southern termination of Lake Champlain, flushed with victory, began to form a road through the wilderness to Fort Ann, and traces of it yet remain, and from thence advanced down the Hudson valley, driving all before them, to Stillwater, at which place a severe action occurred on the 17th September, 1777, that broke the charm of invincibility, and caused the enemy to retrace their steps but the clustering; and gathering of the regular troops and militia hemmed in and prevented the advance and retreat of the gallant foe, and finally caused a capitulation on the 17th October.

On this field the traveller may look down upon, from the hotel, it being the meadow on the margin of the Hudson and Fish Creek, where are distinct remains of Forts Hardy and Schuyler, the latter being a furlong to the southeast, overlooking the river and creek, the northern or Champlain Canal being adjacent, and the

residence of the Schuyler family and the owner of the cotton factory, and the village known as *Schuylerville*.

At *Stillwater* and on *Bemis' Heights*, two miles west of the river, was the fierce and sanguinary struggle between the British forces and the Americans, that on the 19th September, and 7th October decided the fate not only of the defeated army at that time, but, by its moral effect and animation, led, perhaps, to a succession of triumphs, and the establishment of the independence of a great nation, which in its future results and influences will be extensive as the civilized world.

The right wing of the British army, consisting of light troops, kept along or near the summit of the ridge as they advanced to the south, and commanded and overlooked the plain beneath, while the heavy artillery and baggage continued by the road that runs near to and parallel with the river; while the Americans advancing to the north to meet them, had their right wing and guns on the river road, and their left wing and skirmishers and riflemen on the heights, and this was the respective position of the armies when the onset commenced.

Much of the battle-ground was interspersed with trees, of which but a few are living, but there was also some more open grounds, and such was the aspect of the spot designated as *Freeman's farm* in the despatches of that day, and such it remains, as also does a trace of the British encampment. The road extends across the farm from east to west at right angles to the main road north and south; and just to the east of this intersection was the hottest of the fight, and a few rods south of a blacksmith's shop close to a fence, General Frazer, the second in command, fell by a rifle shot from one of Morgan's corps. The head quarters of General Gates are seen half a mile south.

The pathetic scenes that took place amid the wounded and dying, and that have been so feelingly and graphically depicted by the dramatic and gentlemanly pen of Burgoyne, and the female tenderness of the Baroness

Reidesdel, occurred in a dilapidated antiquated dwelling, painted red and yellow, with the entrance and end facing the river, it having been removed from its original position that was a quarter of a mile southwest.

Nearly all the river hills west of the Hudson from Bemis' Heights to Fort Miller, 12 miles, have some remains of the hasty ramparts thrown up by the contending armies; and there are also some above and on the east of the river, that may be seen from the canal and stage road.

A mile and a half above Schuylerville, the Battenkill comes in to the Hudson from the east, its sources being at the base of the Green Mountains in Vermont 20 miles distant, and also a portion from the *Big Pond* in Argyle; it has a rapid current and several falls, and one three miles from its mouth of 60 feet, that in freshets is worth beholding. There is a bridge over the stream near its mouth, and one over the Hudson from Northumberland to Greenwich, near the rapids or Saratoga Falls, 3 miles below Fort Miller.

At Fort Miller is a church, a mill, a tavern, store, and 30 dwellings; and hereabouts it was that General Burgoyne passed his troops over to the west side as he was forcing his way down to the south, to reach New-York or Albany.

At *Fort Edward*, near the great bend of the Hudson as it crosses over Glenn's and Baker's Falls, are three locks on the canal of 10 feet each, and the ruins of the fort built in 1755, by Gen. Lyman and Johnson, at the old *landing* or *carrying place* to Wood Creek. The walls were formerly 30 feet high, and defended by cannon, with a deep fosse in front, and in the French war was a post of importance as the medium and connecting link with Lake George, and here Burgoyne and his army waited six weeks for provisions to come on from the lake in his rear, and thus lost the best part of the season for his military operations.

The former seat of war and watchfulness is now changed to a peaceful and pleasant plain, fair and fer-

tile, with 100 dwellings, a church, 2 hotels, a tavern, 9 stores, 3 mills, a distillery, and 2 breweries.

The great dam above the village and ruins of the old fortification is 27 feet high and 900 feet across the river, and throws an ample supply of water into the feeder of the canal, besides forming a cascade, from its height and width, of considerable magnificence.

Below the dam is an island and two bridges of 500 feet each. The village is supplied with water from a fine spring on the hill a quarter of a mile east, near the fatal spot that witnessed the tragical death of Miss M'Crea in 1777, who was here murdered by the two savages that had been employed by her lover to take her to a place of safety, and quarrelled about the promised reward, and in their fury she fell a sacrifice.

Above the dam, the canal extends twenty-one miles northeast to Lake Champlain, at Whitehall, its summit level being only 51 feet above the Hudson, and 30 above Lake Champlain, and 127 feet *below* Lake George.

Baker's Falls commence at the bend of the river where it winds around to the south in a deep ravine in the rock of limestone, the descent being 76 feet in 60 rods, the water rushing with great fury in and through numerous serpentine channels and deep excavations that it has bored and worn into the rock, but having no perpendicular fall, but a variety of chutes, that are exceedingly varied and imposing at particular stages of the water, as influenced by the seasons, and may be advantageously viewed from a projecting rock on the east shore below the mills.

Sandy Hill, where a railroad from Saratoga to Whitehall spans the Hudson on a viaduct of 1,100 feet long, is a half shire village of 110 dwellings on a high sandy plain adjacent to Baker's Falls, and is a pleasant and healthy site, has a Presbyterian and Episcopal church; there are seven mills, two good hotels, two furnaces, ten stores. The streets are arranged upon a triangular plat, having an open, orna-

mented and neat enclosed area, with elegant and comfortable houses and the county buildings, the courts being held alternately here and at Salem. From this place to Glenn's Falls, three miles west, is a road on the high bank of the river, so level, beautiful, and pleasant, that few can exceed it, both villages being in sight.

Glenn's Falls are next encountered; the village has 130 dwellings, 2 churches, 1 hotel and 3 taverns, 8 stores and groceries, 31 mechanics' shops, a printing office and paper, 6 lime-kilns, 11 mills, some for sawing the black and variegated marble, that is here found, into slabs, and others for lumber and shingles: the marble quarries are extensive, and the price is 75 cents the superficial foot in New-York. The falls have a total descent of 70 feet, at first in one angular mass of 900 feet wide and 5 feet fall, the whole width of the river, that, when in full flood, descends with grandeur, tumult, and foaming rage, that excites awe and admiration in the beholder, as it is contemplated from the bridge in passing. At a low stage of the water the scene is remarkably changed, and could hardly be recognised as it plunges into the crevices, caves and sinuosities of the dark and irregularly formed rock, and again issues forth in jets and boiling or whirling forms, or glides with rapidity over slopes worn to a polished surface by the abrasion of the waters. The general face and aspect of the fall is to the east, and after it shoots under the bridge and partly through caves and water-worn excavations under the traveller's feet, and in seams of horizontal secondary limestone, well worth exploration as the source and scene of legends and frightful Indian tales, the water extricates itself from its labyrinthine concealments in the dark and massive rocks, and is received into the bed of the river below, under the frowning face of impending towering precipices, and escapes over a series of rapids that has caused a wide, vast, and deep gorge in the rocky hills almost as regular as an artificial cut in the solid rock, and exposing the stratifi-

cation to the easy examination of the geologist, and the trilobites and organic remains are seen in perfection.

A feeder and a branch canal 7 miles long, extends from the Hudson 2 miles above Glenn's, where is a dam across the Hudson of 12 feet high and 770 feet long, that fills the canal as it passes through Glennsville, and Sandy Hill, and feeds the Champlain Canal, which it enters in Kingsbury, 2 miles above Fort Edward, where there are many locks.

Jessup's and Hadley's Falls are the next distinguished objects to attract the attention of the traveller devoted to the admiration of the picturesque and beautiful in nature. The first is ten miles beyond Glenn's Falls, and the second occurs within the next 5 miles, and may be conveniently examined by starting in the morning either from Sandy Hill or Saratoga, and returning the same day, with ample time to spend a few hours at either spot. As the country in that direction is rather wild and unsettled, it may be advisable to make provision for a rural fête champêtre to enliven the party.

The first fall exhibits the entire volume of the Hudson in one grand cataract of 100 feet ; the next it is seen leaping through the rocky gates of the mountains, that appear to have been cloven to admit its passage ; and to a person viewing it from below, it appears to come bounding down the jagged, irregular, gigantic barriers with irrepressible fury, and a magnificence and variety endless, bewitching, and indescribable.

The road from Luzerne or Glenn's Falls to Lake George is a yellow pine plain, soil sandy, rather barren, and destitute of interest until we approach within three miles of the head of the lake, before overtopping the rising ground seen in front, where the road passes by a crater-like or bowl-shaped pond on the east, in close proximity, deep, dark, and dismal, its unruffled surface covered with the pond-lily, and its depths lined with the bones of the soldiers that perished in the conflicts on its borders, and that were here thrown in, and ever since called the Bloody Pond.

In proceeding from Fort Edward to Lake George and Champlain, we pass in review ground consecrated in history, not only by the war of our independence and American revolution, but also in those murderous affairs and sanguinary conflicts of previous years, when the hordes of French troops issuing from Canada, aided by infuriate savage demons, carried terror and destruction along the whole northern frontiers.

It is our purpose to describe first the events and the scenery connected with Lake George and Ticonderoga, and then to give the canal and railroad route from Sandy Hill to White Hall, and down the lake to intersect the other route, and pass along its surface and by its shores to Canada.

The traveller, while musing on the scenes that have been enacted on this border within 80 years past, amid the gloomy forest through which he proceeds for two or three miles, arrives at the crown of a long and tedious ascent, through the vista of mountains that have accompanied his progress for several miles; those on the east being elevated, and in some places denuded of vegetation; those on the west being more depressed, but clothed with the remains of the native forest; when at the precise and most advantageous pinnacle the curtain of the forest is withdrawn, and the cleared spot unfolds to the astonished and enraptured gaze of the tourist the full and glorious scene.

The LAKE is expanded beneath his view to more than half its extent, with a beauty and lustre emanating from its surface of a transparent cerulean hue that fills the mind with rapture; the first glance and the deep impression can never be obliterated from the imagination of the ardent and sensitive traveller: the splendid framework of mountains that encloses the lake and its beautiful islands, and that forms a back ground of extreme beauty and finished excellence, the noble promontory that it puts forth on the north, of 1,500 feet high, and seen at 14 miles distance, with the softened hue that harmonizes with the receding perspective, terminated

on each side by the deep bays or prongs that gird, on the northwest and northeast in diverging lines, the base of this noble headland or promontory, is the complete realization of eager expectations of all that is exquisite in lake scenery.

Lake George, or *Sacrament*, as it was termed by the French, from the unrivalled and admirable clearness and purity of its waters, that induced them to use it for religious purposes, baptism, &c., is 34 miles long and from one to four broad, (average, perhaps about two,) for 20 miles, is, more or less, from the promontory referred to, ornamented with an archipelago of islands of the most fanciful, varied, and lovely forms, that leaves no taste ungratified.

Caldwell — the village at the head of the lake at its southwest corner, with its spacious hotel, capable of receiving 100 or more tourists ; has about 40 dwellings and 500 inhabitants, the county buildings, clerk's office, jail and court house.

A road from the south passes through *Caldwell* to the northwest, and in 6 miles crosses the *Hudson River* and continues on 10 miles to *Chester*, a village of 150 dwellings and 2 churches, with mills, and on the outlet of *Friend's Lake* 2 miles long ; from this a road branches off northwest to *Ogdensburgh*, on the *St. Lawrence*, and another north past *Scroon Lake*, and on the west side of *Lake Champlain* to *Plattsburgh*, and is the nearest and best land route to *Montreal* and *Quebec*, and attracts considerable travel and business in this direction.

Scroon Lake is 8 miles long northeast to southwest, and from half to two and a half miles wide, embosomed in lofty mountains. *Brant* or *Loon Lake* is five miles long, one wide, and is southeast of *Scroon Lake*.

The *Natural Bridge*, a mile or two above the outlet of *Scroon Lake*, may be visited at the same time, with the wild romantic shores of the various lakes in its vicinity. A stream, named *Trout Creek*, a few rods above the bridge, tumbles over a precipice into an excavation ; there a branch runs east and forms divided

channels, one being under an arch of granite 40 feet high and 80 feet wide, that may be followed 160 feet, the other and principal one, more difficult of exploration, opens into dark and cavernous recesses, with deep pools of water, and at 230 feet from its beginning the united currents emerge to light below a precipice of 56 feet, and an arch of 5 feet high and 10 wide.

In 1755 to 1759, when the American Colonies were involved in the contest between Great Britain and France, the theatre of operations shone forth on Lake George, that then exhibited armaments and a more glittering array of foreign troops than had ever before occurred, or it is destined ever again to witness; and that the sweet repose that now prevails on this lake should ever have been disturbed by the din, tumult and complicated horrors of a war growing out of the hatred, feuds and jealousies of distant nations, that sent their warriors hither to enact those feats of arms, and fulfil the bloody, cruel mandates of distant rulers and potentates, appears now to have been as unnatural as it was surprising.

The first conflicts took place south of the head of Lake George, where a body of English and colonial troops had been assembled in September, 1755, under the command of General, afterwards Sir William Johnson, a man that had a spurious, unfounded reputation, and was saved from defeat and disgrace by the brave General Lyman, of Massachusetts, the second in command.

Johnson lay carelessly encamped, but unfortified, in open field on the hills near the site of Fort M'Henry, a little south of the present village of Caldwell; when Gen. the Baron Dieskau, who had recently arrived from France, advanced from Montreal up Lake Champlain, passed Fort Frederic, or Crown Point, and Ticonderoga, and boldly up to Skenesboro', now Whitehall, and landed, and marched towards Fort Edward, then called Fort Lyman, on the Hudson, then in an incomplete state and without cannon, as he had been truly in-

formed by one of his scouts; but after proceeding a few miles and near Fort Anne, he suddenly altered his plan, and directed his column towards Lake George to surprise Johnson and his army, and was only foiled in this manœuvre by a timely and chance discovery of his change of the line of march that reached Johnson, who up to this hour had not been aware of the vicinity of an enemy under such a gallant and chivalric commander, and then began in great haste and terror to throw up entrenchments around his camp, that was injudiciously placed too low, and overlooked and commanded by neighbouring eminences; he also despatched 1,200 troops under Col. Ephraim Williams, to advance and meet Dieskau and his forces, who being aware by his spies of Williams' approach, arranged his men on both sides of the road in a crescent form, extending his wings into the woods so as to enclose his unsuspecting opponents.

The Americans struck at the centre of the French line with unflinching boldness and intrepidity, but they outflanked and closed in upon Williams' detachment, and poured in a murderous fire both on his front and rear at the same moment, that killed Colonel Williams and Hendrick the brave Mohawk Indian chieftain.* The detachment, after the death of Williams, was drawn off to the main body by Col. Whiting in good order, followed by the French and Indians to the lines of Johnson's encampment, where the troops recovered from their panic, rallied within the hasty entrenchments, and the battle commenced anew, and lasted several hours, when the French and Indians were driven in their turn and pursued and scattered, and Dieskau badly wounded and taken prisoner, and the baggage and amunition captured. This action was in the environs of the Bloody Pond be-

* Hendrick was shot in the back, to his exceeding mortification and chagrin, it being considered dishonourable to be touched in the rear; he was 65 years of age, very corpulent and gray headed; he had a voice of immense power and volume, that when he harrangued his people, could be heard amid the hills for miles.

fore alluded to, into which the dead bodies were thrown — 700 French and 300 English.

In 1757, the French army of 8,000 men under the famous Gen. Montcalm, with thousands of Indians, made a formidable invasion up Lake Champlain, and appeared before Fort William Henry, and demanded its surrender from Colonel Monroe, and was refused, and began the siege that lasted six days, the Colonel expecting to be momentarily relieved by Gen. Webb, with 4,000 men at Fort Edward, only 15 miles distant, but he not daring to appear, Colonel Monroe, after a brave resistance, was forced to capitulate under honourable stipulations, that included protection from savage fury ; but this was not observed, for out of the garrison of 3,000, 1,500 were massacred in cold blood on the 9th of August. The fort was soon after demolished by the French, as they had strong works existing at Ticonderoga and Crown Point.

In 1758, it being desirous to dislodge the French from their strong holds at Ticonderoga and Crown Point, the large force of 10,000 provincials and 7,000 regular troops was again concentrated at the head of Lake George, under the command of General Abercrombie, and on the 5th July, leaving only a guard, this formidable force was embarked in over a thousand boats, in one of those fine summer days when the genial air and the placid lake conspired to aid the gorgeous military effect of this grand pageant ; the boats were arranged in lines and divisions in precise order ; the lion and the cross, the "meteor flag of England," was triumphantly exhibited to the confident, well-commanded army ; and all being arranged, the signal was given — they advanced uniformly to the sound of the finest military music, that the re-echoing hills returned with admirable effect from the glens and forests, as if the thick woods were peopled with unseen spirits, startled and affrighted from their deep, romantic, and inaccessible recesses, at the unwonted and strange sights and sounds that astounded them. This pomp and splendour continued for several

hours, during the progress down the lake, giving the army ample time to look around upon the splendid panorama that environed them, and at the approaching place of debarkation, (at the present landing place,) and at the lurking foes they should soon have to encounter.

They landed and were arranged in four columns, and advanced under incompetent guides through crooked roads to the northeast and soon fell into some disorder, that was increased by meeting the pickets and out-posts of the foe that had retreated on the first landing of the army, but seeing the confusion that now prevailed in the columns, they rallied, and at their first fire Lord Howe,* the second in command, fell; the war-whoop began, and after a warm skirmish, in which 300 of the foe were killed, and 148 taken prisoners, with trifling loss on the English side, the columns retired to the landing.

Taking the precaution the next day to send a force to reconnoitre and secure the mill at the outlet of Lake George, and to view the enemy and works situated on a peninsula, with the lake and outlet nearly environing it, and an abattis in part to obstruct the crossing of the isthmus, the army advanced heedlessly to the attack, without attempting to cannonade the works, as the abattis was held in too much contempt; but on their near approach, and complete exposure to the fire of the foe, themselves concealed behind the abattis in perfect security, and taking unerring, deliberate aim on their assailants, the havoc was so great that the English and colonial forces gave it up in despair, after a conflict and struggle of four hours; during which the brave Highlanders three times drove the French from a portion of the abattis, but were not supported.

The loss of the English in this failure was near 2,000 men; that of the French, three or four officers and a few privates. The latter did not at first intend to make but a show of resistance; but seeing the English so

* The father of the Lord Howe that commanded here in the American revolution.

daring, and exposed to their mercy, they tried to thin their ranks, and succeeded.

The English commander ordered a retreat, though he had 14,000 men unharmed, and the French had only 3,000 ; thus voluntarily adding disgrace to defeat.

In July, 1759, another British armament of similar force, under General Amherst, made its appearance on Lake George ; and at its approach the positions of Ticonderoga and Crown Point were abandoned by the French as untenable, as they doubtless were, as more recent events proved, and they abandoned them forever.

In 1777, when Ticonderoga and Crown Point were occupied by the Americans for the last time, as important military posts, they abandoned them when General Burgoyne approached ; and since the revolutionary war, and our frontier has been so much extended to the north, they are looked upon as almost the only relics and ruins of any note in this State that are invested with the garb of a moderate antiquity and veneration.

Fort George, at the head of the lake, still presents its outline and circular massy wall, and ramparts of stone 20 feet high, and in good condition, a short distance east from those of Fort William Henry, one-fourth mile back from the strand ; and here is also the best view of the widest part of the lake, and of the northwest bay, and of the ranges of mountains for 20 miles, and of several of the largest islands and of the head promontory before alluded to, and of the shelving rock that intrudes from the east far into the lake, and beyond which the eastern arm of the lake turns to the right.

The passage across the lake by steamboat from Caldwell, 36 miles north, fare about \$2, is made daily, in summer, to gratify tourists and travellers ; that at Ticonderoga can intersect the boat that touches there daily, and continue on up or down the lower lake. — Those wishing to return to Caldwell the same day, can do it by the return of the boat ; but strangers usually devote the remainder of the day to Ticonderoga, three miles beyond the landing, and a very agreeable walk

along the outlet and falls of Lake George, estimated at a descent of 150 to 300 feet ; the surface of Lake George is 243 feet above tide, the greatest depth 60 fathoms ; its sources, probably, from the deepest, coldest, and purest springs, as it has no rivers of any consequence running into it.

The lake is frozen about 25th December, and remains closed usually three and a half or four months, when, without sinking, as it does in Lake Champlain, the ice gradually dissolves. There is no current, except near the outlet, and the shores being rocky or gravelly, the water is pure and potable, and has no lime ; the borders are the seat of health, and fever and ague is a stranger. The melting of the snow in spring only raises the lake one or two feet. The prevalent winds are northeast and southwest. There are more settlements on the west than on the east side of the lake on the slopes, from a few rods to a mile wide, reaching up the mountain, that will, some future day, be decked out all in terraces and villas, for it is impossible that such charming sites should be always neglected.

Deer and bears still abound on the mountains, and the depths of the lake with the largest and finest trout, bass, and perch, and the lofty cliffs, of the hills and crags with eagles and rattlesnakes ; and for these Mount Prospect has an especial bad name, that is to be regretted, as it is said to command a capital view of the lake, and between the dread of one and the love of the other, "*de gustibus non est disputandum.*"

Excursion on Lake George.

Every traveller in making an excursion on this lake, if he is favoured with a proportion of suitable weather, clear and cloudy, fair and foul, to see the changes of the scene, the lights and shades, and hear the effect of echos from a heavy thunder-storm reverberated from the amphitheatre of mountains, will enroll it in the calendar of his life as one of the most memorable epochs of his existence.

On putting out from the village on the broad surface of the pellucid crystal waters of the lake, the enjoyment begins by the contemplation of the surrounding panorama, the noble mountains on the east, with their deep shadows reflected in the water-mirror at their base, the graceful slopes on the west, and the border on the south, with the acclivity covered with a fine green sward, interspersed with groups of forest trees, and a handsome sprinkling of evergreens. The time-worn battlements of Forts George and William Henry, half shrouded in moss and shrubbery, are invested with a hallowed interest from the associations of the stirring events of by-gone days of war and chivalry that those walls and the pinnacles of the adjacent mountains have witnessed.

The islands and shores soon come in for a large share of the tourist's admiration. The beauty, variety, and grace of the curves of the finely wooded margin of the lake, with forests and groves rising at various angles, or overshadowing and forming natural arbors of the many recesses and indentations that are presented in endless variety on both shores; the deep umbrageous twilight effect of some masses of trees and underwood, is contrasted with the more open and gay lawns and groves, that appear prepared for the rural fête or merry dance. The smooth slopes and cheerful borders, that are already partially occupied by the primitive settlers, or their immediate descendants, and that have made themselves rudely comfortable and happy in the rough log hut or more finished tenement, extend for miles, and are followed by promontories encroaching boldly into the lake, and forbidding access to the husbandman. The points are varied, acute, and angular, gliding into rounded and circular, followed by fretted and scalloped margins or a beach of bright yellow, or golden, or light-coloured sand, displaying the purity and transparency of the waters, and tempting the feet of the nymph to tread its unsullied margin, or to bathe in its soft, and shining, or glistening waters.

The spurs, or angles of the mountains at times intrude far out in the lake, and are covered with the native forest; and at others are but long narrow ridges stretching horizontally, or with a graceful declination to meet the surface of the waters; or they assume the appearance of islands in the looming up of the distant perspective.

After continuing on for ten miles, a bare spot, denuded of its forest and shrubbery, is observed, where the hunters are in the habit, annually, of setting fire to the last year's dry grass, to admit of the new growth of the spring to come forth, and tempt the deer from their haunts, that soon after are seen to frequent it in herds, when the noisy yelping of the hounds, and the sharp crack of the rifles, are heard echoing and faintly responding from amid the distant hills. These fires sometimes range uncontrolled in the forest, and have a sad and destructive influence on the landscape, but at night the effect of one of these conflagrations is truly sublime.

Twelve Mile Island, so called from its computed distance from the head of the lake, is 35 feet in elevation, contains over 20 acres, and is very near the centre of the lake, and of a circular form, and only requires to be preserved in all its pristine beauty.

Beyond this round island, the lake in one mile divides into two prongs, that to the left being the northwest bay, six miles long, and the other northeast bay leading to the outlet and landing; between the two prongs rises the noble headland or promontory of *Tongue Mountain* to a height of 1,400 feet, that abuts boldly forth, and lords it over the opposite heights, and looks down upon the lake that at its base has a depth of several hundred feet, and upon the clustering islands that here begin and form the narrows, for six or seven miles. The mountain can be ascended from the rear, but at great risk of reptiles, and being bewildered in the forest; but the view from the summit is surpassingly beautiful.

The *Fairy Group of Islands* now thicken as we proceed, and assume infinite variety in shape and feature;

some being in groups, or families, of five to twenty or thirty, or twin-like, or in solitary beauties, standing out for admiration, or more coyly retiring from the public gaze, and requiring to be sought out from the concealments of the labyrinth, ever changing, ever new, to the enchanted beholder, that delights to repeat his explorations as he discovers new beauties at every repetition of his visit as he lingers among these embowered Borromean isles.

There are such an infinity of forms of beauty in their figure and dimensions, that nature appears, as it is in truth, inexhaustible in resources ; some are mere islets or naked rocks, in contrast with tufted and brilliant verdant spots, of a few feet to a furlong or a mile in length ; the vegetation of some is scanty, but in most it is perfect ; some have but a tree or two, or are decorated with a feathery group, inclining like the princes gracefully towards the surrounding margin ; some are dense with forest or shrubbery, others admit of winding paths beneath o'ertopping trees, shaded from the noon-day sun, and free from undergrowth ; others, as the boat insinuates and glides too rapidly past long and narrow islands, presents, for a moment, apertures that disclose the near or more distant mountains, or a glimpse of sky, or of objects and forms beautiful, evanescent, and magically changing as they are approached but to be admired and lost in the rapid transition.

The pine, with its tall trunk peering above all competitors, waving loftily and nobly in the sky, occupies many such positions ; while on other islands the maple, the beech, or the oak, in liveliest verdure, and in the wild luxuriance of native vigour have uncontrolled dominion, or are seen in various stages of decay, or scathed or splintered by lightning. The whole scene is doubly enhanced by the unruffled mirror that inverts the forms above, of islands, trees, rocks, and winding shores in the sky-reflected arch beneath, depicted with the truth and colouring of nature.

If the admeasurement is correct, *Black Mountain* that

is on the east, eighteen miles from Caldwell, is the highest crest of any of the range bordering the lake, being 2,200 feet high, and in front of it on the west, is the half-way house or island; and here the traveller will behold, in the next few miles, the choicest lake scenery.

The mountain has a serrated waving outline of much grandeur, and is densely clothed with evergreens, pines, and firs.

On a projection from the west shore, 24 miles from the head of the lake, is a prominent point named from a party of English having had a conflict with the Indians on that day, *Sabbath-day Point*. The small island, called the *Scotch Bonnet*, is seen in three miles; and in three miles more a cluster of dwellings and mills, known as Hague, on the west shore, and here the lake attains its utmost width, said to be 4 miles.

Three miles further the traveller will notice a rock 200 feet high, descending to the lake at an angle of 25 degrees, and decidedly more easy of descent than ascent; and the tradition is, that in the war of 1755 to 9, *Major Rogers*, a partizan officer, equal to Putnam in intrepidity and hatred to the Indians, and being their most vindictive enemy and persecutor, found himself, when pursued and nearly in their grasp, on the verge of this inclined plane at the top of the mountain, down which (it being probably covered with snow, as he had his snow-shoes on, and had no alternative) he slid, without flinching, just as his pursuers were upon him, and left them standing aghast and shrinking from following his nimble footsteps, and beholding with amazement his charmed life, as he appeared in safety at the base of the precipice, down which they dared not follow.

Anthony's Nose, one of those singular nicknames, and such a noted and peculiar prominence on the Mohawk, and on the profile of a jutting rock and mountain in the Highlands of the Hudson, is also found here in opposite face to the *Roger's Slide*; the precipices are 50 to 100 feet in elevation, and the shores contracted amid gigan-

tic masses of rock. Two miles from the above is an island where the prisoners that were taken from the French were put upon the limits, and west of the island is the point where the English army under Lord Howe, consisting of 16,000 men, were landed and marched to the attack of Ticonderoga, as mentioned.

A huge rock fell from the precipice at Anthony's Nose, a few years since, and plunging into the lake, came very near demolishing a fisherman and sinking a canoe by the surge it created.

On a rock opposite to this are said to be a series of Indian mortars wrought in the solid stone, for pounding their corn. Some of them are capable of containing half a barrel, and others of smaller size, smooth and circular.

The water of the lake that has, up to this point, been of an emerald green, now changes to a muddy colour, from the difference in bottom, that is here clay instead of rock as above ; and in one mile we are at the termination of our *Excursion on Lake George*, or *Horricon*, as the Indian name is transmitted. Three miles more by the rough and winding romantic road before alluded to, along the gorge that contains the outlet of the lake we have traversed, brings the traveller in sight of Lake Champlain, and to the walls of old *Ticonderoga*.

The change in scenery when we descend to the lake below, is as obvious as that of the water. There are three falls in the outlet of the upper lake ; the lowest one being 100 feet, with a rapid at the bottom, and in spring they exhibit much magnificence ; at other times they are small but pleasing cascades. The *bottom* of the upper is about on a level with the *surface* of the lower lake. By following up the creek that comes in from the west near where the steamer is left, we come to a chain of small lakes near lake Pharaoh, that falls into Swan Lake, one of the heads of the northeast branch of the Hudson River.

Flesh-red feldspar in very large plates in granite, epidote of bright yellow in loose stones, garnets, black

tourmaline, and other minerals, are seen on the west shore, eight miles from Ticonderoga. Near the latter, is plumbago, both massive and disseminated, of peculiar beauty, in brilliant plates, in a large grained crystallized limestone.

For 20 miles N. of Tongu Mountain, that is 12 miles from the head of the lake, the scenery combines much grandeur and richness; the rocks are primitive, forming a double barrier. The lake here, usually is near a mile wide, but has its bays and coves on either hand; the slopes are clothed with native forest trees. Echos of remarkable distinctness may be roused by a good bugle or trumpet player, and fortunate is he that can see the lake or its most lovely shores in its varied aspects; with a rising or setting sun, gilding the clouds, the islands, the hill-tops, or under the sable drapery of thunder clouds, or agitated by the tornado or tempest, or decked with arches of the spanning rainbow.

Che-on-der-oga, by the Indian phrase, *noise*, was by the French changed into *Ticonderoga*, and was also by them named Fort Carillon, after its erection in 1756: it cost the French government a large sum of money, and was considered to be very strong both by nature and art, being surrounded on three sides by water, and by a deep swamp on part of the other, and a breastwork on the remainder; but it was subsequently easily reduced by the simple expedient adopted by Burgoyne, that had been before strangely overlooked, of hauling a piece of artillery up the pinnacle of *Mount Defiance* 725 feet high, on the south side of the creek that overlooks and entirely commands the fort, and from which a shot can with ease be thrown into the midst of the works, that had been probably supposed to be too distant to be injured in that way; but at the siege of Gibraltar shot were thrown $4\frac{3}{4}$ miles, and by the French at the siege of Cadiz bombs were thrown even six miles, and perhaps more.

Mount Independence, where some intrenchments are yet visible, is on the opposite or east shore of the lake,

distant one mile, with a ferry in the township of Orwell, Vermont, is of diminished height, and overlooks the peninsula of Ticonderoga, though that land is 110 feet above the lake, and 196 above tide. Ochre, used as pigments in making yellow and red paints, and also plumbago or black lead, are found at the base of Mount Defiance. The village, at the head of the falls, consisting of a few houses and mills, is Alexandria; the one at the lower falls, one mile, is Ticonderoga, and has a post-office. The peninsula contains about 500 acres. The walls and chimneys yet remain, in part, as venerable ruins of the barracks and fort, as also does the magazine, 35 feet long, 15 wide, and 8 high, of stone, arched and forming a complete bomb-proof under earth; there is also a covered way and sally-port forming a subterranean passage from the southwest corner of the old fort to the lake, the identical passage that Col. Ethan Allen, of Vermont, entered in 1775, and surprised the commandant in bed before he was aware of his danger, and in his characteristic way required the officer to surrender. He replied, "To whom?" "Why to Jehovah and the Continental Congress, to be sure," was the quaint reply. This was the first fortress captured by the Americans in the war of the revolution.

The remains of another fortification, erected during the revolutionary war, are 60 rods south, on a point near the lake, and the walls are 60 feet high.

The most important events, connected with this fortress, by which so many thousands of human beings have been wantonly, and rashly, and inhumanly exposed and sacrificed in the campaign of 1758, under General Abercrombie, have been fully detailed in our preceding pages. In 1759 the French evacuated this post, that they had, with Fort Frederic or Crown Point, first endowed with military importance, and had expended on both vast treasures of men and money; that they tamely quitted as the powerful armament of Lord Amherst approached and took possession, and it so remained for 16 years, when the American revolution

breaking out, it was captured without bloodshed by Colonel Allen, as before mentioned, in 1775, and held till 1777, when the British army appeared in array before it, under the gallant Burgoyne, when St. Clair, the American commander was forced to evacuate in his turn, and it fell into British possession, and was held during the war.

St. Clair despatched the baggage and stores by a detachment up the lake to Whitehall, and was followed by the British in full pursuit to Fort Anne, where a skirmish ensued ; but the forces under St. Clair crossed the lake to Mount Independence, and directed their march upon Hubberton, Vermont, where Colonel Warner, with 1,000 men, was overtaken and brought to action by the advanced guard of the British, and were vanquished and retired to Fort Edward, on the Hudson, to unite with General Schuyler. In modern times Ticonderoga and Crown Point are only adverted to as having once been an important place in American history, a species of "points d'appui," that held the keys of the lakes on which the movements of fleets and armies must take place.

After finishing Lake George and Ticonderoga, the tourist can take the steamboat at Shoreham, in Vermont, one mile east of the Ticonderoga, and return to the south by the way of Whitehall and the stage route through to Troy, or take the cars for Sandy Hill, or proceed from Shoreham to Rutland and Windsor, Vermont, and up or down the charming valley or Connecticut River, or continue on for the north down Lake Champlain to Plattsburgh and St. John's, and thence to Montreal and Quebec. The downward steamboat from Whitehall usually calls at Shoreham, in the summer, before dark, but from Crown Point to Plattsburgh, 45 miles, the passage is made at night, there not being a line of day-boats. The price of passage from Whitehall to St. John's, 160 miles, is \$5.

We now return back to trace our route from page

145, where we diverged from the regular route to give our readers the popular lake tour.

Leaving Sandy Hill in the cars or stages, we cross the summit level, or height of land between the Hudson River and the water running north, and in a short distance the northern canal that we met at *Fort Ann*, the village so named, 10 miles from Sandy Hill and 11 from Whitehall, and on the site of the old fort erected in 1756. It contains 60 dwellings, three churches, two taverns and stores, and is surrounded by a rolling forested country; and two miles south may be seen vestiges of the military road of logs made in 1777 for the transport of the artillery, baggage, and stores of Burgoyne's army to Saratoga.

Griswold's Mills is on Half-way Brook, four miles west of Fort Ann, and six north of Sandy Hill, and has 30 dwellings, one grist, one saw-mill, two stores, one tavern, several forges for making anchors, a trip-hammer, a furnace for castings, a pottery, and a woollen factory.

Comstock, a landing on the canal, is four miles north from Fort Ann, and is a place of much business, and has the trade of the vicinity and east part of Vermont; and several ware-houses, a post-office, tavern, store, and ten or twelve dwellings. Canal boats are also built here.

The canal enters Wood Creek, and for six and a half miles pursues its channel. There are three locks at Fort Ann, fall 24 feet into Wood Creek. In four and a half miles are the narrows, and in three more is the dam in Wood Creek, to supply the canal to Whitehall, and make the creek navigable three miles above to the dam-lock; and in five miles more we arrive at *Whitehall*, at the head of Lake Champlain, seventy-three and a half miles from Albany, where the canal terminates, and has three locks and a fall of 26 feet, and in all from summit level 54, to the basin in Lake Champlain, and 30 to the Hudson at Fort Edward.

There are *pots*, or water-worn cavities in the hard

gneiss rock at the *narrows* on Wood Creek, near 50 feet above its present level, that clearly indicate the former existence of a much larger body of water discharging itself north through the depression of Lake Champlain ; and as the Hudson, at Sandy Hill, is only 126 feet above tide at Troy, a surmise exists that this current from the Hudson to the St. Lawrence formerly obtained, or the dividing ridge may have been upheaved by earthquakes.

Whitehall, formerly Skenesborough, 73 miles from Albany, has 150 dwellings, a bank, many warehouses for the commission and forwarding trade, two large hotels, 20 general stores, and 2,500 inhabitants ; a Presbyterian and a Methodist church, and Societies of Universalists, Catholics, and Baptists. It commands the steamboat business from the south down the lake, and the canal trade, and also that of a considerable region around. A steamboat leaves daily during the season for St. John's Canada, 150 miles distant, touching at the several landings.

The place has much of the aspect of a port, and there are many sloops owned here, canal boats, &c. There is not much room for wide-streets, as it is in a defile and very restricted. The houses are of the stone that is quarried on the spot, and many may be said to rise out of cellars on knolls and elevations, and others at the edge of the harbour.

The aboriginal name of this place was Kah-cho-quana, the *place to dip feet*, at the foot of the falls near the village where the Wood Creek and Pawlet River unite. Here may be seen rotting in the mud the useless hulks of the vessels captured by Commodore M'Donough from the British, during the last war, in the action off Plattsburgh and Cumberland Head.

The Poultney River that comes in from the north, and that has its source in Rutland County, Vermont, at the base of the Green Mountains, and in the *Lake Bombazine*, in Castleton, five miles long, in 1783 made for itself a new channel by an impetuous rush of water,

the result of some outbursting of a mountain lake, or of a water-spout that forced and cut its way 60 feet deep through a ridge, and carrying so large a quantity of earth into the east bay, as to choke up for a season, its navigation.

From Fort Ann to Whitehall, 11 miles, the canal runs side by side with Wood Creek, so near that a pistol shot will reach either, and we here see the truth of the principle of Brindley, the engineer of the Duke of Bridgewater's canal, who being questioned before the House of Commons, what he thought rivers were made for, replied, "to feed navigable canals;" and although the channel of Wood Creek is actually used for canal purposes for six or seven miles, yet as it has a strong current difficult to stem in coming from Whitehall, the canal is preferable. At one remarkable spot the road passes over, for several hundred feet, the surface of a bare rock, called the "*Devil's Dining Table.*" There is a variety of hill and dale, barren rocks, swamps, tracts of clay, alluvion, and of rich mould in this county.

At Whitehall, Burgoyne destroyed the American flotilla in 1777, and the baggage and stores of the American army, and had his head quarters for some time, while his troops were forming a road and clearing obstructions (that the Americans had prepared to oppose their progress) to enable him to get on with his army and material the short distance to Fort Edward, and to accomplish this he spent so much time, and subsequently in camp at Fort Edward in waiting for his provisions, artillery, &c. to arrive from Whitehall, that the Americans had time to rally their militia from all quarters, and poured in her hardy mountaineers from Vermont, New-Hampshire, Massachusetts and Connecticut, and soon turned back the current of invasion.

The remains of an intrenchment thrown up at that time by the English, may yet be seen on the hill overlooking the basin, the village, and the falls of Wood Creek, and the canal and locks that are compressed

side by side ; nature versus art. A path leads to the summit. There is a bridge over Wood Creek.

The rocks are beautifully stratified in horizontal and perpendicular lines, similar to masonry, and this is seen in other places as we pass on.

The summit of Skene's Mountain at Whitehall is 588 feet.

Fidler's Elbow near Whitehall, was the place where the flotilla was captured on Lake Champlain in 1814, by M'Donough, were laid up in security, and remained several years to rot and perish.

Excursion down Lake Champlain and on the St. Lawrence to Montreal and Quebec.

The stranger uninformed of the topography of this country, on arriving at Whitehall, is astonished to look down into the narrow glen below the village and witness the mimic stir and bustle of a small sea-port, amid a very rough country in the centre of the State, with crags and precipices towering above the busy settlement that appears to be placed at the edge of a dull, pond-like body of water, without any visible outlet, in a position dividing the primitive rocks on the west from the transition on the east.

The steamboat usually leaves soon after dinner, thus giving the traveller several hours of daylight in getting through the narrow and difficult sinuous channel, that seems to turn to every quarter of the compass, with very restricted limits to put about or pass a vessel going in a contrary direction ; in short, this arm of the lake is for miles a lifeless, sedgy, discoloured body of water, destitute of current, and confined between low banks, miry, wet, and marshy, that extend in some places several furlongs back, to the ridges that limit the valley.

Soon after leaving the dock we notice on the left an expansion of the lake, that was taken by Dieskau in

his descent in 1755, called South Bay, extending five miles southwest, bounded in that direction by the lofty chain of granite mountains 1,500 feet high, that upholds the waters of Lake George, and that has a wild repulsive aspect. There is one remarkable gateway-looking aperture through which the boat passes, almost brushing the perpendicular face of the wall, that has the artificial appearance before alluded to, and from thence, after continuing on a few miles, the lake sensibly widens for the remainder of the 25 miles that brings us to Ticonderoga, with Mount Defiance on the left, and Independence on the right, both alluded to in pages 193 and 194.

The precipitate abandonment of the fortress in 1759, that had been constructed by the French, and from whence had been sent those hordes of savage and ferocious bands that kept the colonies in constant terror, and from which the French now finally retired, was a subject of deep congratulation and thanksgiving to the American nation; and as up to this period the fort had not been captured in open fight, but only by stratagem, it was held to be impregnable until the expedient was suggested to Burgoyne of assailing it with cannon ball from Mount Defiance, which soon dislodged the Americans from that, and also from the formidable works at Mount Independence directly opposite.

A landing now occurs either at Ticonderoga or on the opposite side in Vermont; and those not wishing to proceed any further, can spend a few hours or a day in examining the ruins and take the boat to the head of the lake, and proceed to the Springs and to Niagara.

There does not exist in the United States a place that exhibits the historical and moral associations equal to those attached to this romantic spot, where has so often been displayed the grim defiance of the warrior, followed by the rapid mutability of human events, the fluctuations of power, and the repose that distinguishes the peninsula under the fostering care and preservation of its amiable and appreciating owner, that will hold as

sacred the relics that here remain, until the moss and hue of ages, and its ivy-crowned ramparts will impart increasing interest to all Americans and antiquarians, and cause it to be visited by countless pilgrims. The landscape that Ticonderoga presents, the lake, the bay, the ruins, the near and distant mountains, and the gorge leading the eye up towards the falls, all properly grouped, and the happy moment seized in the afternoon, when clouds, light and shadow, all are favourable, offer the most splendid subject for the pencils of our most accomplished artists.

Five Mile Point, so called, from its distance from Ticonderoga, extends a considerable space out from the east or Vermont side, in the town of Shoreham, and in 9 miles more the boat arrives at Crown Point, and the landing at Chimney Point, half a mile across the lake, in the township of Addison, in Vermont. The fort of *Crown Point*, 37 miles from Whitehall, is at the extremity of a tongue of land jutting far into the lake to the north, elevated 47 feet above the water of Lake Champlain, and having a considerable body of water on the west, called West Bay. On the farther shore of this bay is *Port Henry*, that will soon be described.

This post, when in French possession from 1731 to 1759, was another source of grievance and distress to the colonies, and its fate in being abandoned to Lord Amherst without bloodshed, a cause of much rejoicing; the ruins of the French works may yet be seen from the boat's deck on the south side of the bay, opposite Chimney Point. An entire new fortress of earth and wood, 22 feet thick, 16 high, was then constructed by Lord Amherst. It was 1,500 yards square, and had a deep and broad ditch cut in the *solid granite* with immense labour, besides a double row of strong stone barracks to contain 2,000 troops, with a gate on the north, a draw-bridge, and a covered way to the water; these expensive works are partly in ruins. The redoubt of the French was on the very bank of the lake, 150 yards from the fort, and is now a mere heap of stones. (Near

this point on the 13th October, 1776, terminated the American expedition against Canada, by the destruction of the fleet under Arnold.)

Crown Point and its garrison are said to have cost the British government two millions of pounds sterling! a great and useless waste of money, as the ground is flat, commanded by the hills on the west, and the fort has never been tested or occupied either in offensive or defensive operations.

In proceeding along the lake in the day-time, or from the highest part of the walls of this fortification, the Green Mountains in Vermont, and the more lofty summits lately explored, as the sources of the Hudson and the Au Sable, about 20 miles west, are seen to soar up to their utmost heights, and fill the horizon with infinite grandeur; and here also the lake opens finely to the north, with an effect that is increased in beauty, by the tourist having at first been very restricted as to the distant perspective, and the water that hitherto has been shallow, muddy, and opaque, becomes clear, deep, and potable, and expands suddenly four or five miles; and above Ferrisburgh and the mouth of *Otter Creek*, to 10 or 12, and has its greatest width, 18 miles, opposite Burlington.

Lake Champlain is more than 600 feet deep, as soundings have been made to that depth and no bottom, thus making (as the surface is 93 above tide) a *large* portion of the lake *below* the level of the sea.

Excursion to the Highest Mountains in the State of New-York, and to the Sources of the Hudson and Au Sable.

The tourist wishing to explore the glens, dykes, lakes, lofty pinnacles, minerals, numerous water-falls, and attractions of this new field of examination, recently brought before the public by the corps of savans of the State, may land either at *Port Henry*, or at Northwest

Bay, or *Westport*, opposite *Basin Harbour*, Vermont, or at *Essex* a few miles north, or at the mouth of the *Au Sable*, at or near *Port Kent*, or *Keesville*, (a railroad four and three quarter miles long connects the two places,) and then trace up along the banks of the *Au Sable* to its source 4,747 feet; from this enormous height it descends in only 40 miles in a gorge or ravine, that has either been made by its waters, or made by earthquakes or some powerful, natural cause, that exhibits an array of successive water-falls more sublime and magnificent than any other part of the United States, and that well rewards the curious traveller fond of such exciting exhibitions of nature.

Port Henry is a small village and place of landing on the west shore of the bay, about a mile or two from *Crown Point*; the road leading from thence into the interior is much used for the transportation of sawed pine lumber, there being in the large township of *Moriah* more than 60 saw mills; a ride of 6 miles west enters the forest, and crosses the old State road from *Warren* county to *Plattsburgh*, that has a line of settlements on its borders; the junction of primary rocks with the transition series, may be seen near the western border of *Lake Champlain*, and at the line of contact the limestone is in white masses, crystalline in structure, with scales of plumbago.

East Moriah is three and a half miles west, 800 feet above the lake, and has a fine view of the western slope of Vermont, and the extended and fine outline of the *Green Mountains* in the distant back ground.

A new road, rather rough, leads to *Weatherheads*, at *West Moriah*, on the *Scroon River*, or northeast branch of the *Hudson*, 13 miles from *Port Henry*, and on through an unsettled country to the *Black River* in *Lewis* county, following defiles and gaps in the *Scroon Mountains*, that at *Weatherheads* appear to rear their lofty and continued ridges and cliffs, and prevent all access; but there is an unseen gorge that leads to *Israel Johnson's*, at the outlet of a beautiful mountain lake, called *Clear*

Pond, 9 miles from Scroon River. From Johnson's may be seen the highest peak 20° west, that is covered with snow 9 or 10 months.

A further distance of nine miles reaches to the *Boreas*, a branch of the Hudson, 8 miles from Johnson's, and soon to the main north branch of the Hudson, near and below its junction with the outlet of Lake Sanford, and in a few rods to the landing at the outlet of the lake, 9 miles from the Boreas. From hence, leaving the road as before, we diverge and enter a difficult path, that leads up the west of the lake, and in six miles the tourist is at the *Iron works*, at M'INTYRE, and at the remarkable and vast beds of ore of the best quality in its vicinity.

Lake Sanford is about five miles long, and is a handsome expanse, and, with all the lakes and streams, abounds in trout.

Labradorite, or Feldspar, abounds from Scroon Valley to Hamilton and Franklin counties, and north to the plains that are between the upper waters of the Au Sable and Lake Placid, an area in all of 600 to 800 square miles, and blocks and boulders of this rock are found south and west to the southern boundary of this State, and are at Coxsackie of 100 tons, 300 feet above the Hudson.

Lakes, Mountains and Sources of the Hudson and Au Sable.

From *M'Intyre*, those intending to reach the virgin source of the Hudson, in defiance of wolves, deer, moose and panthers, that all abound in these unfrequented haunts, must here plunge into the wilds, in a southeast direction, passing two small lakes, till at three or four miles from the settlement at the south point of one of the mountains, a more east course leads to the main branch of the river, that is occasionally forded and continued on the beach; rolled masses of the Labradorite

rock, in small opalescent specimens, show their beautiful colours in the stream, that increases in the ascent, and is seen to pour forth from between two mountains in front; in two miles a more precipitous part of the gorge is met, through which the river descends, and progress becomes difficult and dangerous, and falls and rapids frequent, and at last an imposing cascade is encountered, that is closely pent between two steep mountains, and falls about 80 feet into a deep chasm, precipitous and secluded.

Similar obstacles continue till the head of this terrific ravine is reached, where a ledge of rock crosses and obstructs the stream that backs and raises the river for a mile in a west and northwest direction, and forms a level called the *Upper Still Water*, that is pent in the bottom of this deep mountain recess or valley, with scarce any visible current. On continuing up the valley, the river has a meandering course of one mile to the northwest, and north, with some current, until it forks in two branches; the main one comes from the east, the one from the north, in 200 yards, leads to the outlet of a fine lake one mile long, called *Lake Colden*, that is situated between two mountain peaks, that rise in full and lofty grandeur; the valley to northeast, leads to the *Avalanche Lake*, that is nearly equal to, and discharges by its outlet into Lake Colden. The mountains on the sides of Avalanche Lake rise so precipitous as to preclude any passage except by water, and the scenery is so imposing from the immense slides that have come from the steep face of the mountain, that its name is most truly appropriate. Fine specimens of the opalescent rock may here be found.

Following the main stream to the southeast for two miles, over falls and rapids, in one spot the river has taken the place of a trap dyke that cut through the rock, thus forming a chasm or sluice of great depth, with perpendicular walls into which the river falls in a cascade of 50 feet. There are no trout above Lake Colden. The notch or pass, to be described in turn, is

five miles north of M'Intyre ; the Wallface Mountain, on its west side, is 1,200 feet perpendicular !

From a boat on Lake Sanford, the beauty and grandeur of the lake and mountain scenery is fully developed and enjoyed, and the *echos* at a point on the upper part are remarkably strong and distinct.

Continuing on above the Great Dyke Falls, three miles, is the south elbow, where the bed of the main stream changes to the northeast, and a tributary comes in from the southwest. The course now enters the high valley, that separates Mount M'Martin from Mount Marcy on the southeast, but the forest growth is so dense that these peaks cannot here be seen ; a mile from the south elbow another tributary enters from the southeast, from a ravine that borders the high peak on the west, where beautiful opalescent specimens of the labradorite are found in its bed.

At one mile is a smaller tributary from the north, that from the low alluvial land near its entrance is called the *High Meadow Fork*, and has the surprising elevation of 3,700 feet above tide, and by the same course for one mile, the route crossed by falls and cascades, we are past the broader part of the valley, and the direction to pursue is east-southeast and southeast, with a steeper ascent, and higher and more frequent falls. The valley becomes more compressed as we advance, and has the aspect of a ravine, with the two gigantic mountains on the north and south towering and filling the sky with an increasing ascent in like course for two or three miles to the summit of the pass. A portion of this valley has a ridge of boulders and debris, that a slide or avalanche has brought from the face of the mountain above. The stream rapidly diminishes as we ascend to the southeast, and is at last partially hid under the grass-covered boulders at the head of the stream, on the summit of this elevated pass, that here forms a beautiful and open mountain meadow, with the ridges of the two adjacent mountains, rising in easy slopes from its sides. From this little meadow in

Keene, the main branch of the Hudson and a fork of the east branch of the Au Sable commence their descending course in opposite directions. The elevation is 4,700 feet above tide water, and more than 900 feet above the highest point of the Catskill Mountains.

Ascent of the High Peak of Essex.

From the meadow below, the ridge is ascended to the west-southwest, amid an entangled zone of dwarf pines and spruces, that with their numerous horizontal branches interwoven with each other, surround the mountain at this elevation. They gradually decrease in height till the open surface of the mountain is reached, covered with mosses and small alpine plants, and these continue for a space, when the tourist that is persevering, able, and daring enough to sustain the fatigues of the adventure, finds himself on the *highest peak in the State of New-York*, 5,467 feet, — 600 feet above the *White Face* mountain, and 1,650 above the Catskills.

The summit and mass of the mountain is entirely of the Labradoritic rock. Ice has been found here on the third of August half an inch thick. The source of the Hudson bears north 70 degrees, east one and a quarter miles, and the descent to it is more gradual than in any other direction.

The view from the summit presents mountain masses of various magnitudes and elevations — a sea of broken and pointed billows, scattered around in irregular profusion. In the distance is the great valley or plain of the St. Lawrence, the shining surface of Lake Champlain, and the extensive mountain range of Vermont, and in nearer proximity is beheld the bald surface of recent mountain slides from various peaks, and the glistening of many lakes deeply embosomed in the valleys.

The *Great Trap Dyke** of Mount M'Martin cuts through it from N. N. W. to E. S. E. is 80 feet wide, and being in part broken from its bed by water and ice, an open chasm is thus formed in the abrupt and almost perpendicular face of the mountain, and the scene on entering it is one of overpowering grandeur; its nearly vertical walls of rock overhang the spectator, and seem to threaten destruction; but with care and exertion, though at much peril, it may be ascended by means of the foothold of the irregularities of its surface, 1,500 feet, and fine specimens of the opalescent labradorite obtained. The summit of Mount M'Martin is lower than the peaks each side of it, and is estimated at 4,950 feet.

The distance from the outlet of Lake Colden to the head of Avalanche Lake is two and a quarter miles, and the stream that enters the head of the latter, three quarters of a mile, and fall of the *outlet* of Lake Colden, 80 feet. The elevation of Avalanche Lake is 3,000 feet, being the highest lake in the United States. The mountain that rises on the west of this lake, and separates its valley from that of the Au Sable, is perhaps, in mass, the largest of the group. Its ridge has four peaks, the last but one to the north is the highest, and is above the lake, and opposite to Mount M'Martin, and is named after a former comptroller of this State, M'Intyre.

Mount M'Intyre can be ascended through a deep ravine, that empties its small stream into Lake Colden. The ascent is only one mile of horizontal distance, and the more difficult from its being at a steeper angle; the ravine is the easiest route up, for on the sheltered side the impervious growth of low evergreens is very perplexing. More lakes are seen, and the beautiful and extensive group, the *Saranac Waters*, and the source of the Saranac, and joining the lake at Plattsburgh.

* By a dyke is meant a wall or vein of mineral matter, different from the ore or rock that it traverses. The dykes in their beds of ore, are usually vertical, or nearly so.

The view of the still water of the Hudson, like a silver thread in the bottom of its deep and forest green valley, is peculiarly attractive. The opposite front of Mount M'Martin exposes the face of the great dyke, and its passage through the summit near to its highest point, and nearly parallel to the whitened path of a slide that has descended into Avalanche Lake.

The colour of the labradorite is a smoke gray, of various shades, opaque or translucent, if in this lamina ; the best are a blue and a green. Without particularizing all the varieties, let it suffice to say, they are prolific, and of surpassing beauty. The polished pieces, form gems highly esteemed in jewelry, and they cannot be imitated, as most other gems. For tables, mantels, and ornamental purposes, it is best adapted and of the most value, and it may be split into rectangular pieces of any size, and sawn into slabs of the size wanted, by mills on the spot, or sent to market rough ; it receives a polish superior to any of the American marbles, and is worth five times as much.

Mount M'Intyre is also intersected by dykes that cross it at the lowest point of depression between its several peaks, and its ravines are caused by the more rapid erosion of the dykes.

The highest of the peaks has cracks and fissures in various directions caused by earthquakes.

The most remarkable geological phenomena of this region is the dykes that traverse the hypersthenic rocks ; they have an east and west line for great distances, and to an extent that the wooden state of the country does not admit of exactly defining, the largest being at Avalanche Lake ; a portion of the north face of the wall may be seen from Lake Henderson, five miles distance. This gorge exhibits, on a large scale, the effects of frost and water in rending the crust of the globe ; the masses are from 50 to 100 feet, and lie in confusion in all directions from the base to the summit.

Large blocks of labradoritic rocks are scattered about the summit of Mount M'Martin ; the height is 5,200

feet, and is the second in elevation in this nest of peaks. consisting of 20, or 30 that nearly approach, if not exceed, 5,000 feet — far exceeding the highest peaks of the Catskills.

Descending the mountain cone, that is very abrupt on all sides, by a steep ravine leading to the valley of the Au Sable, and ascending that stream, the traveller will arrive at the extraordinary pass of the

Notch, that is, an immense gorge or chasm that gives a pass through these high mountains. On one side rises the solid rock in a flare-up precipice of more than 1,000 feet; on the other a steep mountain rises to an elevation of 5,000 feet. The north or principal branch of the Hudson, 3,000 feet high, that passes through Lake Henderson, rises in this notch, as also does the south branch of the Au Sable; the former flows south, the other north, and these streams are so near each other, that during freshets and meltings in spring, their waters mingle. Vast blocks have fallen from the great precipice of the Wallface Mountain on one side, and from Mount M'Intyre on the other, into the bottom of this dreadful gulf; some of the blocks are set on end, of a height of 70 feet, in the moss-covered tops and crevices of which large trees have taken root, and shoot their lofty stems high above the toppling foundation.

Lake Henderson is a fine sheet of water, of two or three miles long, with the high mountain of Santanoni rising from its borders on the west and southwest.

Bald Peak is an eminence 2,065 feet high, on the west shore of Lake Champlain, seven miles north-northwest from Crown Point. A good carriage road leads from East Moriah nearly to the foot of the peak, from whence the ascent by a foot-path is not difficult, and may be accomplished even by ladies without hazard. The summit commands a grand view of some of the principal peaks in the interior; and the prolonged basin of Lake Champlain, and the view that is obtained is well worth the trouble of the ascent, and is worthy the at-

tention of tourists that can land conveniently either at *Port Henry* or *Westport*.

The source of the Hudson and the High Peak of Essex can be most conveniently reached from Johnson's, at *Clear Pond*, by a course north 20° west, or by landing at *Westport*, or Essex, and proceeding to the nearest settlement at *Keene*. By landing at Port Kent, and ascending the course of the Au Sable to the southeast part of Keene, and from thence to the peak, the most interesting chain of water-falls and mountain ravines that is to be found, perhaps, in the United States, may be visited. At *Keene*, Mr. Harvey Holt, an able woodsman, will act as guide and assistant in reaching the mountain. From the valley that lies south of the peak, and near to the head waters of the Boreas and Au Sable, may be obtained some of the best mountain views that this region affords. Travellers must, however, provide and take their own means of subsistence while absent from the settlements.

Cedar Point is a small village on the lake, and has a valuable bed of verd antique marble.

Westport is at the head of the northwest bay of Lake Champlain, eight miles east of Elizabeth and has two churches, an academy, two taverns, five stores, a ferry to Basin Harbour, Vermont, and 60 to 70 dwellings. It is thriving, and is surrounded by a large quantity of excellent land under good culture. On the road north of Westport towards Essex, the road passes through two parallel ridges of granite, with not a foot to spare, with evidence of strong erosion by powerful currents that have worn and polished the rock on both sides in a long cylindrical excavation, horizontal.

Basin Harbour is a post village in Addison County, Vermont, in Tennisburg, east side of Lake Champlain, $4\frac{1}{2}$ miles south of the mouth of Otter Creek, and 10 miles from Vergennes, and is an important landing place for the country people on the banks of Otter Creek; and a road leads hence to Middlebury, Vergennes, and Montpelier.

In launching forth into the lake a few miles north, the *Camel's Rump* and the *Mansfield Mountain*, two of the loftiest peaks of the Green Mountain range, are seen in all their distinctive grandeur; the Onion River, and the celebrated Gulf Road to Montpelier, leads through the gorge or depression between the lofty peaks referred to.

Elizabeth is 8 miles west of Lake Champlain; is a shire town and a post village; has the Court-house of brick, prison of stone, fire proof Clerk's Office, State Arsenal of brick, thirty dwellings, three taverns, two stores.

Pleasant Valley is drained northeast by the Bouquet River; Black Creek and Roaring Brook have other vales. The mountains have points of considerable elevation. The *Giants of the Valley*, one mile south-west, is 1,200 feet above the level of the plain, and *Rover's Hill*, on the east, is about the same. From the former is an extensive and beautiful view of the whole valley of Lake Champlain, the Green Mountains, and vales of Vermont, and of Burlington, Vergennes, Middlebury, and others, Plattsburgh, and the whole west shore of the Lake. On the northeast it has an almost perpendicular declivity of 700 feet. Iron abounds, and iron works exist on the Bouquet, six miles above Elizabeth, at *Valley Forge*.

Essex is a post village and landing-place on the west side of the lake, on a handsome plain, and has 50 dwellings, one very fine Presbyterian church, two stores and taverns. The buildings are of brick or limestone, and some of wood, and gay, with extensive gardens, that give it an extent of three miles.

Split Rock is part of a rocky promontory projecting into the lake about 150 feet, and 40 feet above the water. The broken-off part contains half an acre, covered with trees, and is 20 feet from its mate, that if brought together would make a close fit; through this cavity a line has been dropped 500 feet without finding bottom.

Whiteface Mountain, in the north part of Essex coun-

ty, is 4,909 feet above tide, and is so named from a slide having on one side laid bare the rock, that has a grayish-white appearance, and is feldspar and granite. It is the water-shed of the district, as all the large rivers flowing in the northern counties have their origin here, either in marshes or lakes at the base of the mountains hereabouts, or they rise from springs that gush from their sides and dash in slender cataracts over the cliffs and rocks, as they commence their career to the distant ocean.

From the topmost pinnacle of Whiteface, 20 or 30 lakes may be seen clustering at the feet of the elevated peaks, and on the higher levels, and forming a beautiful contrast, by their sparkling and silvery expansions, to the dark forests that extend to the horizon on every side. Long Lake is 18 miles long and 6 broad, and flows into Racket River, and through St. Lawrence county, into the river of that name.

As proof of uncommon height, the trees in this locality are alpine, dwarfish, and but a few feet high, with stiff, rigid branches, on which a person may walk, and this region is not free from snow three months in the year.

Burlington, Vermont, the next landing-place, on a deep indentation on the east shore of the lake, is on an acclivity that rises upwards of 300 feet, and appears most favourably as it is approached. The streets, houses, and public buildings, and the University of Vermont, are all displayed on the slope, and command an extensive view of the lake, and of the highest mountains in the State of New-York. There are 300 or 400 houses, 4 churches, the county buildings, and a bank; this town is much admired, and will compete with many others in the Eastern States. One mile and a half to the northeast is a manufacturing village on Onion River, at the falls. This town is of more commercial importance than any other in the State west of the mountains, and much travelling passes through it from

Canada and from the east ; it is 24 miles northwest to Plattsburgh, and 10 to Port Kent directly west.

Port Kent, 15 miles south of Plattsburgh, the next place of stopping ; is the port for the lumber and iron trade of the Au Sable River and mines. The expansive view of the lake, and its near and distant islands, and headlands, and of Burlington, and other places, is most beautiful.

Port Douglas a little beyond, has the landing for Clintonville iron-works, and a few dwellings.

Keesville, 16 miles south of Plattsburgh, has 200 dwellings and 1,200 inhabitants.

Pursuing the valley of the Au Sable for 40 miles up southwest, the tourist and admirer of the picturesque will enjoy a feast in communing with the beauties of nature, that cannot be exceeded.

Birmingham, at *Adgate's Falls*, two and a half miles below Keesville near the mouth of the Au Sable, has a few dwellings and a forge, a mill, &c. The river Au Sable is here like a deep canal in the solid rock, with many falls or locks, in steps or ledges retreating as we advance. The *Great Falls*, 3 miles above the mouth, and 3 west of Port Kent, fall over a precipice of 80 feet in a lock-chamber-like, deep cavity, the walls rising 60 to 100 feet, and 70 feet wide, and at half a mile below it contracts to 27 feet, and the water is 35 feet deep. The river cuts through a ridge that opposes its course, the top being level, thus forming a chasm of one mile long, with walls like exact masonry ; the depth is 135 feet. There are other chasms in different directions, but dry and partly filled.

Peru is four miles west of the lake and 20 south of Plattsburgh.

Plattsburgh is prettily laid out and situated at the head of Cumberland Bay, at the mouth of the Saranac, and has 300 to 400 dwellings and 3,000 inhabitants.

On Cumberland Head is the farm of 300 acres presented to M'Donough by the State of New-York for his gallant conduct.

The route for a canal from Plattsburgh to Ogdensburgh has been surveyed and found practicable, and also a railroad.

The North and the South Hero are two islands 20 miles in extent, that are passed on the east, after leaving Plattsburgh and Cumberland Head, and rounding to the north; the *Ram's Head* on the west, and Isle La Motte on the east, are passed in succession in 10 miles, when the boat arrives at *Chazy* landing, 15 miles north of Plattsburgh. Chazy landing is one mile south of the Little Chazy, and three from the village. *West Chazy* has 30 dwellings, a few mills, (late Lawrence's,) and a Methodist church. *Chazy Village* has 50 dwellings, several mills, &c., on the State road from Albany to Canada.

The outlet of the Big Chazy River is in the bay, to the west of *Point au Fer*, a headland that intrudes boldly into the lake from the west.

Champlain is the last village on the State road south of the frontier, on the left bank of the Big Chazy River, 5 miles from the lake; has a Presbyterian and Methodist church, 40 dwellings, 3 saw and 1 grist mill, 1 furnace, 1 tannery, 1 carding and cloth-dressing mill, 1 temperance house.

Perryville, on the Chazy, three miles west of Champlain, and 24 north-west of Plattsburgh, has 25 dwellings.

Corbeau, at the confluence of Corbeau River and Chazy, is 18 miles north of Plattsburgh.

Rousse's Point, 23 miles north of Plattsburgh, is a place where much smuggling and illicit trade is carried on. The stone fort that was erected here by the United States, under the false and careless impression that it was in their territory, has been given up. It was gross carelessness, to say the least, to erect such an expensive work without being certain of the fact of legal right to its foundation. The *Sorel River* begins at Rousse's and Wind-mill Point.

Wind-mill Point, on the east shore, is just on the boundary, latitude 45° .

Odletown, in Canada, is 2 miles west; Ash Island and fort, and La Colle Creek on the west, in 2 miles; and the *Isle aux Noix* and fort, in 7 miles, is a very low damp spot on the west.

The River Sorel, or Richlieu, the outlet and drain of Lake Champlain, enters the St. Lawrence at the head of Lake St. Peter, at Fort William Henry, 69 miles north from Rousse's Point.

The country on both sides is low, dull, and uninteresting; an inundated swamp, and can never be of any importance for cultivation, though a few feet of dry land and a few huts are to be seen, but no settlement worth mentioning for 20 miles; the system of dyking, as in Holland, might here easily be practiced with success, if the land is of value to meet the outlay. At present the aspect is repulsive, and mosquitoes, agues, and fevers predominate.

St. John's is at the head of the Sorel, here 1,000 yards wide, and here is the termination of the steamboat navigation, 160 miles from Whitehall; fare, \$5.

The railroad hence to La Prairie is 17 miles direct, and is passed in 1 hour, the country being very level. *St. John's* is a bustling place, has 150 houses and 1,000 inhabitants, and was formerly an important military post, in the wars of 1759-'63, and '76-'83, but was taken by Gen. Montgomery on his way to Quebec in 1775, as was also *Chambly*. The latter place is 12 miles further down the Sorel, and has been one of the seats of the troubles and rebellion in Canada, and has suffered exceedingly by its participation in those calamities. The old fort in ruins is venerable in its walls of earth.

A glimpse of *Montreal* is had before arriving at *La Prairie* or at *Longueil* that is quite pleasing; and as we draw nearer we observe its tin-covered houses and lofty cathedral domes and steeples glittering in the sunbeams; its compact series of buildings reaching for two or three miles on the shore, and ascending gradually to

the base of the hill that rises to 700 feet, covered with villas and fine country-seats; and in the majestic St. Lawrence, its expanse ornamented with green forest-clothed islands, and whitened with roaring and foaming rapids, the astonished and delighted traveller beholds, at once, a superb coup d'œil and landscape, and the evidences of a great and thriving northern capital.

Standing on the bank at La Prairie, 30 to 40 feet high, the *La Chine Rapids* are seen on the left, forming a snowy line 8 to 10 miles up, extending across from *Caunawoga* to *La Chine* villages; and nearly opposite is the island of *St. Paul*, and further down, past the city, the beautiful *St. Helena*, swelling out with its rounded forest-crowned hills, verdant and beautiful, its forts, entrenchments, and waving flags. It is occupied by a garrison, and the families of the officers and other employés of the government. A neat cottage and rustic pavilions are to be seen, erected by Lord and Lady Dalhousie: it has, in miniature proportions, its wood-crowned steeps, shady glades, and open meadows, with a near and distinct view of the city.

This island, one mile long, and one half wide, was the last foothold of the French dominion in Canada, and from above the fort, now in ruins, was last seen the white standard and lily that at one time fluttered from the St. Lawrence to the Mississippi. On the west point of the island the tree still flourishes beneath which the articles for ceding the Canadas were agreed upon. Here is a company of the royal artillery, an extensive dépôt for stores, an armory, two magazines, with 6,000 barrels of gunpowder, and other munitions of war. The echoes produced by the morning and evening gun are very fine. This island has all the attractions nature could devise, scattered with a most liberal hand,—shade, shrubs, flowers, groves, birds of beautiful plumage, fine views, winding walks, &c.

Montreal,

latitude $45^{\circ} 31'$, is 500 miles from the mouth of the noble river St. Lawrence, 180 above Quebec, and 200 below Lake Ontario, 380 from New-York, 300 from Boston.

The passage of nine miles down the St. Lawrence is rapidly effected in the steamboat from La Prairie, aided by a strong current and bordering rapids. The landing is somewhat steep and inconvenient, and in wet weather slippery and muddy; and surmounting such trifles, the traveller finds himself in the midst of one of the principal streets of the city, St. Paul's extending parallel with the river for miles. Notre Dame-street is higher up, and is more retired and genteel for private residences, the former being occupied more particularly for business. The streets present much bustle and activity, consequent upon a population estimated at from 40 to 50,000. The lower streets are narrow and inconvenient, as compared with cities in the United States generally; but the houses being of a grayish stone, or brick, and tiled or covered with tin, have a massive and heavy, but durable appearance. The streets in the more recent parts are wider and better.

The immense *fur trade*, of the yearly value of £256,000 sterling, of the Hudson and Northwest Companies, now united, is concentrated at, and directed from, this city: and here their voyagers start from, and return after months and years of absence. The city that had within its pallisades originally but 100 acres, now covers more than 1,200.

The number and great size of the public edifices is surprising to a citizen of the United States. The *General Hospital*, or *Convent of the Gray Sisters*, is 678 feet front on the little St. Pierre River, and is a refuge and poor-house for the infirm and destitute, founded in 1750. The *Hotel Dieu* is 324 front, and 468 feet deep, and has a bevy of nuns that devote themselves to the care of the

sick of both sexes ; it was founded in 1664. The *Convent of Notre Dame* is 234 feet by 433, and is a seminary for the education of females.

The *Cathedral of Notre Dame*, that will hold 10,000 people, is 255 feet long, and is situated in the street of that name, and is the most imposing edifice in the city or in Canada, towering up above all other buildings.

The *English Cathedral* is a splendid building, but not as large as the other.

The *Seminary of St. Sulpice* occupies three sides of a square, 132 feet by 90, with spacious gardens ; founded 1657.

The *Petit Seminaire*, or New College, is in the Recollet suburbs, 210 feet by 45, with a wing at each end, 186 feet by 45, and is an appendage of the preceding.

La Maison des Prêtres, formerly the Chateau des Seigneurs de Montreal, is near the mountain, and is also attached to the two preceding, and is a large building of stone, with a massy wall enclosing extensive gardens. With the exception of the mountain, the ridge of the coteau St. Pierre, and one or two smaller ones of no great elevation, the island exhibits a level surface, watered by several little rivers and rivulets, that turn numerous grist and saw mills in the interior, while many more around the island are worked by the great rivers. From the city to the east, the shores are 15 to 20 feet above the St. Lawrence, but in the opposite direction, towards La Chine, they are low, and between the coteau St. Pierre and the river, the land is flat, and near the lake marshy, and the La Chine Canal cut through thus avoids the rapids of St. Louis.

Nelson's monument is one of the public squares in the vicinity of the public market.

The *Barracks* were formerly occupied by the old Franciscan monks.

The soil of the island is excellent, and productive in grains, vegetables, and fruits, and is pre-eminent over any other in Lower Canada. Roads run from northeast to southwest, nearly parallel, and are crossed by

others at convenient distances, that form a complete and easy communication in every direction. A turn-pike and canal to *La Chine*, seven miles, takes all the goods for Upper Canada. Within this space there is great variety, and some very romantic prospects.

Eight per cent. tax is exacted for any alienation or transfer of real estate on the island of Montreal, for the benefit of the Convent and Roman Catholic religion; but this has been resisted.

There are many good public houses in the city.

A mile or two from town, near the tanneries, the road ascends a steep hill, and keeps on a high ridge for more than three miles, commanding a beautiful view over the cultivated fields below, the rapids of St. Louis, the island in the St. Lawrence, and the varied woodland scenery on the opposite shore; descending from the height it passes over a flat country until it reaches *La Chine*. This is a place of more importance than any other village on the island, and the centre of commerce between the upper and lower provinces and the northwest. There are few dwellings, but many store-houses of the merchants and of the Indian department.

An excursion throughout the island of Montreal is replete with interest; the rapids of *La Chine* and *St. Anne*, at the southwest extremity of the island, and of the *Cedres*, a few miles beyond, and others that are still more remote, 10 to 30 miles, such as the *Long Sault*, can easily be reached in a short time, and should by no means be omitted by all strangers that can spare the time, and may never be so near again. Those coming down from Niagara, and across the lake to Kingston, Ogdensburg, and Montreal, will of course have this enjoyment in due course.

La Chine is nine miles from the city, and a canal exists to pass boats around the rapids, and a trip is thus easy and cheap.

Varennés, 15 miles below Montreal, is a lovely village, and may be easily visited by stage or carriage along the bank of the river, or by steamboat, as it is

one of the regular landing-places. The hotel enjoys a liberal support, and also fine views of the shores of the St. Lawrence, the island of St. Helens, and Montreal, and of an archipelago of lovely islands, and the distant Chambly and other mountains. There is an attractive spring here of some celebrity.

The summit of *Montreal Mountain* will come in for a visit in perambulating around the environs of the city; it is only distant about two miles; the view extends to the utmost stretch of vision, and the St. Lawrence is seen in all its grandeur and width, the city and St. Helens being immediately beneath the eye; an early morning's visit is recommended, so as to be on the top at sunrise, or soon after; the morning here dawns in June soon after 2 o'clock, and the twilight at evening continues till 10.

The *Sault au Recollet*, 8 miles west of the city, is also an interesting spot, opposite Isle Jesus, where there are several stone mills, and a fishing station owned by the monks of St. Sulpice. Standing on a green point a few feet above the river, in front is the Sault or Chute, foaming like the ocean in a gale, or dashing amongst reefs of rocks; at half a mile beyond is the very spacious mill with lofty walls, thick, and pierced by narrow windows, with steep, red roofs, o'ertopped by a grove of noble trees.

Excursion from Montreal to Quebec.

Daily trips are made in the summer, between these important cities, and the price is commonly \$4 going down; time 12 hours. The steamers are usually of the largest and safest description, and have hitherto, with one exception,* been exempt from those terrible explosions and reckless loss of life that have been too often experienced on the Ohio and Mississippi,

* The destruction by fire in June, 1839, of the splendid steamer John Bull.

the great American lakes, and along the borders of the coast.

After bidding adieu, for a time, to the city of Montreal, the attention of the tourist will be engaged by the novelty at first that will be presented in rapidly gliding past the lovely island of St. Helens, and over the rapids of St. Mary, where the current rushes with impetuosity six miles an hour, or at that rate for a short distance, but soon slackens as the river expands, to two or three miles an hour, and the width also varies from half to three-fourths, and two to four miles; and the attractive village of *Varennes*, and the neat white houses, soon is presented, with its church and high pointed and double-turretted towers, and a lofty cross near by of 50 feet.

The low banks of the St. Lawrence that stretch away far and wide, and seen in some places hardly above the level of the river, as we are in mid-channel in some of the wide expanses, soon become tiresome from the sameness, though we are seldom out of sight of houses, villages, and churches on both sides of the river; the houses of one story, except the seigneurs, are white-washed once a year, roof and all. The churches are covered with tin that dazzles the eye with the reflected sun-beams.

Each lot and house has a narrow front upon the river, but the extent in the rear is enormous and disproportioned, two to three or four miles; this brings forward the entire population, like an immense street of endless continuance, so gregarious and fond of society and companionship are the peasants; and the mansion of the Seigneur is distinguished only by its superior size, and the churches have one to three spires, and are emblazoned with tin.

St. Francis and Point Tremble, on the left, and *Boucheville* on the right, are passed soon after leaving the city, in seven miles, and then the mouth of the *Ottawa*, or Grand River on the left with a bridge to cross to the north bank, opposite Cape St. Michael on the east of the St. Lawrence.

Grand River has its origin in that system of large and small lakes and bodies of water that exist between Lake Huron and Montreal, and that are very little known to the people of the United States ; but the Ottawa is a wide and important stream, and has many falls and carrying-places, and by means of the *Rideau Canal*, is the interior route to *Kingston*, on Lake Ontario. The canal begins 120 miles west from Montreal, at the mouth of the Rideau River, entering the Ottawa, and pursues a general southwest course.

Sorel, or the Richlieu, 45 miles from Montreal, is at the mouth of the river of that name, forming the outlet of Lake Champlain. The shore is bold, and the boats lie close to the banks to wood.

Many islands occur for the next few miles, and the river is bewildered among the channels, when gradually the lake of St. Peter is unfolded to the view, 20 to 25 miles long, and 10 miles wide, shallow ; the water of a green colour, the shores flat and swampy ; no sensible current or motion, but smooth and lake-like.

Trois Rivières, half way between Montreal and Quebec, is the third town in size, and quite a large place, and has 320 houses, and 2,500 inhabitants ; was founded in 1618, and extends three-quarters of a mile, fronting the river.

The St. Maurice River enters from the north, and rises 160 miles northwest, near the head waters of streams that fall into James' Bay. The beacon course is on the south. In 23 miles from lake St. Peter's we are at St. Anne's ; for the last named distance, the north side of this river might sit for the same potrait as the Mississippi, with a natural levee at a like elevation, and dead level ; and behind this are poor huts, badly built and painted, and still beyond them is a dreary forest of half-naked trees, with not a single gap or rise along the hazy line of the horizon resting upon them.

As the Richlieu Rapids are approached, the river again becomes interesting ; the banks are once more broken and irregular ; numerous churches appear,

(having domes and spires like the *béfrois* of Normandy, only that they are roofed with tin,) and shoot above each wooded knoll: and the whirls, and boils, and commotions amongst reefs of irregular rocks, some hidden, others visible, impel the boat at a great speed for such a ticklish and terrific navigation, where the river is very narrow, and the current rushes, with noise and tumult, over a rocky bottom. It is esteemed too dangerous for night navigation.

From *Cape Rouge*, so called from its red hue, produced by oxide of iron, the precipitous bank continues on the north, or left, as we proceed, for 7 miles, in an uninterrupted range of high ground, that becomes higher and higher. The mouth of the *Chaudiere*, 6 miles from Quebec, is passed coming in from the south, where, at its mouth, is a great lumber establishment of saw-mills at the falls to be described, and where ships load with timber for England.

At length the distant towers of the famous city are descried: the banks increase in loftiness; in two miles Sillery Cove and river are pointed out, then in one mile and a half *Wolfe's Cove*, the *Martello towers* on the heights of Abraham, round and mounted with cannon, placed in advance of the grand batteries, and long lines of defence, constructed of stone with all the art and skill of the engineer, are perceived, as we draw nearer, to extend along the verge of the precipice of naked rock, that, at a height of 340 feet, terminates in the high ramparts and circular castle bearing proudly aloft the red cross of England on the pinnacle of Cape Diamond.

The scene increases in breathless interest every moment; forests of tall masts of hundreds of British ships are seen along the shore; the grim and powerful batteries, where all the ingenuity of military skill has been exhausted to produce another Gibraltar, is seen on the left; while on the right is *Point Levi*, with its soft wooded brow and brilliant white houses, also on a precipice of rock, (but rather less elevated than Cape Diamond) and where, in 1759, General Monckton, by

order of General Wolfe, erected batteries to Bombard Quebec.

The ruins of the Chateau of St. Louis, as we approach close to the lower town, are an object of very prominent interest in the approach to this truly picturesque capital.

Montmorenci, with its valley and long and straggling suburb, then is disclosed to the view, and the beautiful bay, encircled by mountains, with nobly formed and swelling shores, bounded by the Isle of Orleans, 4 miles off, and by a delightful country on the north and north-east, with the St. Charles and Montmorenci Rivers falling into the bay, that sweeps most gracefully round like a bow, and presents, in a long circuit, snow-white cottages, handsome country houses, populous villages, that extend for miles in continued streets, and forms the most perfect coup d'œil and unrivalled panorama.

Lower Canada,

embracing from, and including, Montreal, to the Gulf, and both sides of the St. Lawrence, has a population of 600,000 to 700,000.

This proud castellated seat of the British domain in North America (latitude $46^{\circ} 59' 15''$, longitude $71^{\circ} 13'$) is situated on and around a bold promontory, on the northwest side of the St. Lawrence, with the river St. Charles on the northwest, the confluence of the latter with the former being at the spacious bay that salutes the delighted traveller as he arrives at the wharf at the lower town, and terminates his transient steamboat connection.

There does not appear to be any material difference in the climate at the present from the earliest times; the winter's cold and summer's heat being both felt to the extreme of human endurance, from 30° below zero, to 100 above, Fahrenheit's scale.

The form of the city is triangular, the *base*, from the

St. Lawrence on the south, one mile across the plains of Abraham, north to the St. Charles River, being the *banlieu*, or southwest limit of the city, and the two rivers, as above stated, and meeting at the northeast point of the town, forming the *sides* and the *apex*, the entire circuit being 3 miles.

The *Quebec Exchange* and *Library*, and *Reading-room*, presents itself, immediately on landing, to the notice of the stranger, and is situated at the east end of St. Paul-street; the ground, that covers 10,000 superficial feet, cost £1,000. It is a neat edifice, of cut stone. The reading-room in the second story is 50 feet long, 30 wide, 16 high, and from the windows is a complete view of the basin and river. The Library and Board of Trade are in the room above; the Exchange below, where merchants most do congregate.

Not far from the Exchange is the *Trinity House*, in St. Peter-street, a corporate body for the regulation of the pilots of the river. In the vicinity of the Exchange many large new warehouses have recently been constructed, and wharves made on land recently redeemed from the water.

The *King's Wharf* is the place of embarkation and landing of the troops, and for the use of the army and navy officers, governor, &c. Here is the storehouse of the *Commissariat department*, of stone, 250 feet long, the whole under the protection of a guard in a house adjacent.

The *Custom House*, adjoining the foregoing premises, is a plain stone edifice, well adapted and convenient, and the public or long room is worth examination.

There was a barrier in former times nearly opposite the custom-house, where the passages diverge, one to the steps leading to the upper town, and the other to the harbour; and near this Gen. Montgomery was killed, December 31, 1775. An iron ring in the precipice near by, formerly used in mooring ships, may also aid to distinguish the spot where he fell.

The inclined plane of 500 feet long, leading to the

citadel from the lower town, may here be seen within a short distance, and also, in a furlong, the place of *difficult ascent* from the river, up the steep hill, to the plains of Abraham, by which the brave, undaunted, and immortal General Wolfe, and the British troops, crept and scrambled up to the summit of the heights, and established themselves in line to receive the attack of the French, under Montcalm, that resulted in the death of the latter in 1759, and the prostration of French power in Canada.

Besides the plane, with the machinery at top, worked by steam, drawing up large trucks and masses of stone, cannon, stores, and all heavy weights, on the rail-way, from the water's edge to the summit of Cape Diamond, there is a separate path of 600 steps, that leads from the upper to the lower town.

Cape Diamond is a mass of dark slate, containing limpid *quartz crystals*, in veins, with crystalized carbonate of lime — hence the name it bears.

Fortifications on Cape Diamond.

The entrance to the Citadel, that is 200 feet higher than the rock or ground that sustains the upper town, is by a winding road through the acclivity of the glacis from St. Louis' Gate, that is on the southwest, and together with St. John's Gate, has out-works of the greatest strength and combination. This leads into the exterior ditch of the ravelin, and then into the principal ditch, between walls of solid masonry to the right and left.

This fortress combines every invention of science and precaution of art that consummate skill and ingenuity could suggest for the protection and security of the city and garrison. The area of the space and works within the citadel alone is 40 acres. The fortifications are continued around the upper town in bastions and lofty curtains of solid masonry, and ramparts of 25 to 30 feet

high, and of equal thickness, bristling with heavy cannon, round towers, loop-holed walls, and massive gates at intervals.

The city, that is defended on the land side by its ramparts, has on the other a lofty wall and parapet, based on the cliff, beginning near the River St. Charles at the *Artillery Barracks*. These were erected by the French in 1750. They are of stone, two stories high, 600 feet long and 40 wide, with a garden and appurtenances, that denote comfort and neatness.

Hard by the Bishop's Palace, that was long used by the Provincial Legislature, is the *Prescott Gate* and guard-house, and under its massive arch is the great thoroughfare between the upper and lower towns, called Mountain-street. It is protected on both sides, and by works that connect it with the Castle of St. Louis; the stone rampart or wall formed part of that building, aided by buttresses, founded on the solid rock 200 feet above the lower town.

The *Governor's Garden*, on terraces, is on the southwest of the ruins of the castle, and is 540 feet by 210, and has also in it a small battery. In front of the garden the fortifications are continued for 900 feet, until they reach the foot of the glacis, or hill, towards Cape Diamond, crowned at that point by the round tower, and the British flag proudly triumphant.

As to the extent of the ramparts on the land side, from the southwest angle of the citadel to the cliff, above the River St. Charles, they are, according to Bouchette, 5,511 feet, or 221 feet over a mile. Within this rampart is the *Esplanade*, a level space 719 feet long, and here are mounted the several guards on duty, at the citadel and other public places, daily at 11 o'clock, that every stranger should by all means behold, besides other parades of the garrison. The circuit of fortifications that enclose the upper town, is two and three-quarter miles, and that of the space reserved by government, on which no houses can be built on the west side, is three miles; average diameter 4,500 feet.

The castellated appearance of the city, that may be said to be entirely surrounded by a strong and lofty wall of hewn stone, elegant and durable, its ditches, embrasures, round towers, battlements and gates add much to its outward effect.

Ride to Beauport and Montmorenci, nine miles.

No traveller of taste should omit making an early visit to this exquisite waterfall. The way to it leads out of the northwest side or gate of St. John, through the street and extensive and populous suburbs of that name, never tiring, or ending and crossing a large wooden bridge, the interminable French village is entered, that presses closely upon the road, and has a goodly-looking large church, with a dome of two spires coated with tin, bright and dazzling.

The *Chaudiere Falls* are four miles above its embouchure into the St. Lawrence, and nine miles from the city. The river rises near Lake Megantic, bordering on the United States, in the chain of highlands south of the St. Lawrence, and has a circuitous course of 162 miles, and a breadth of *four hundred to six hundred yards*, and a bed so incommoded by rocks as to be unfit for navigation. In its descent from the mountains it is almost a continual succession of cascades, but at the *great falls* alluded to, the stream is 400 feet wide, and falls 130 feet down a chasm wild, irregular, and fearfully grand. Masses of rock divide the falls into three parts, but they are again concentrated into one grand volume ere they reach the receptacle beneath. The evergreen foliage of the woods that overhang the rocks and river are in fine contrast with the snow-white brilliancy of the foaming and roaring waters. The most varied and charming effect is produced by the revolving bodies of water and foam issuing from the deep globular excavations worn in the rock, and the spray

and mist that is thrown off reflects in the sunshine pillars and arches of prismatic colours and rainbow hues in perfection.

Point Levi must be visited *en route* to the Chaudiere if the land route is adopted, though it can be approached within a short distance by boats. Notwithstanding its nearness to the city, the woods on the banks of the river are so impervious as to render a guide requisite for all strangers visiting the falls.

Arnold in his celebrated expedition in 1775, to attack Quebec, followed up the Kennebec and down the Chaudiere to St. Lawrence, 370 miles from Boston. A good road extends from Point Levi up the Chaudiere to the De Loup settlement, and also one from Kennebec to the boundary line.

Tour of the Connecticut Valley.

The heart of the New-England States, may be penetrated by a twelve hours steamboat jaunt up to Middletown and Hartford, or via the Sound steamboat to *New-Haven*, there viewing the *most attractive neat city*, the college buildings that contain the most extensive and valuable *cabinet of minerals in the U. S.*; also the *Trumbull Gallery* of pictures and relics of that venerable artist; also the extensive Library of Architectural and other works of Mr. Ithiel Town, in a neat stone building in the vicinity of the *Canal* that leads to *Farmington* and *Northampton*; or by a railroad trip of two hours from New-Haven to Hartford, or *Springfield* to see the *extensive armoury* there; thence reaching MOUNT HOLYOKE and Northampton on the Connecticut, that commands the *most admirable rich panoramic view*; or by continuing on for 200 miles in the same direction, to reach the WHITE MOUNTAINS of New-Hampshire, and pass in the vicinity of *Franconia* valley and the noted *huge rocky profile* of the *old man of the mountains*.

Another rapid cheap route also to visit, by steam and railroad in a day or two, the most desirable points is from New-York, via railroad by *Norwich* and *Worcester*, or from Stonington to Providence and Boston, thence to *Lowell* and *Nashua* on the Merrimac, in one or two hours by railroad and by stage to *Amoskeog* falls, Concord, and onward to Franconia and the NOTCH.

Another variation also offers by a branch railroad from the preceding at Wilmington, through and passing the *Theological Seminary* at *Andover*, rich in its endowments and literary privileges, then to *Bradford*, *Haverhill*, *Exeter*, *Dover*, or *Portsmouth*, (thus far by railroad,) thence by stages to *Alton*, at the southern extremity of the *Winnipiseogee Lake*, and passing over its pure picturesque mirror-like surface, with its wilderness of islands, of every size, to its northern extremity at *Merry Meeting Bay*, or *Centre Harbour*, thence to *Plymouth* and *Franconia*, and NOTCH as before, or *Conway*, either going or returning.

Three to five days time, at an expense of five to ten dollars, will accomplish this most gratifying and celebrated route, the particular details of the same to be given hereafter.

The *Profile Mountain* is near the road that leads to or from *Franconia* in New-Hampshire, by the foot of the *Haystack* mountain, to *Plymouth* and *Concord*, in the vale of the Merrimac, five miles from the lower iron works in Franconia, three miles south of *Mount Lafayette*, that is four thousand feet high, and is the northern side or boundary of this gorge or depression in the hills. The elevation of the Profile mountain is but one thousand feet. The road passes very near its foot, and the mountain rises abruptly at an angle of 80 degrees to the bare *Profile Rock*, that is of granite; its colour is a dark reddish brown from atmospheric exposure. A view of the projecting bold delineation, near the peak of the mountain, in a northern direction, exhibits in perfection the profile of the human face, with every line and feature



marked ; but after passing the mountain to the south, the likeness is immediately lost.

The White Mountains, and the lakes and rivers of the State of Maine and the ocean inlets that deeply indent the coast, are the boldest features in the topography of this portion of the United States, worthy of a visit in the warm season intervening between May and October, from the facility of the approach, aided by railroads and the varied beauties of lake, river, or mountain scenery.

Echoes of a fine description, from the door of the Mountain House may be heard by firing a heavy gun or sounding a bugle at night. They are prolonged in reverberations softened in the distance, and fading away gradually.

Altitudes of the Loftiest Peaks of the White Mountains and others in New-England.

	<i>Above Bases.</i>	<i>Sea.</i>
Mt. Washington,.....	4,885	6,634
1st Peak south of do.....	3,904	5,653
2d " do.....	3,584	5,333
3d " do.....	3,430	5,179
4th " do.....	3,367	5,116
5th " do.....	2,881	4,630
Base of the Mountain,....		1,749
Catskill Round Top.....	3,105	3,804
" High Peak.....	3,019	3,718
Highest part of Turnpike.....	1,729	2,425
Base of Mountains.....		699
Killington Peak, Vermont.....	2,994	3,924
Base of Mountain.....		699
Mansfield Mountain.....		4,279
Camel's Rump.....		4,188
Ascutney Mt.....		3,306
Moose Hillock, N. H.....		4,636

Explanation.

Factories *

Mills ✱

Forts #

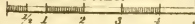
Churches 

Academies 

Com. Roads 

Turnpike Roads 

Scale.



Lexington *

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